

**OWNER'S MANUAL
SUPPLEMENT
4100 SCA SPORTYACHT**



MAXUM

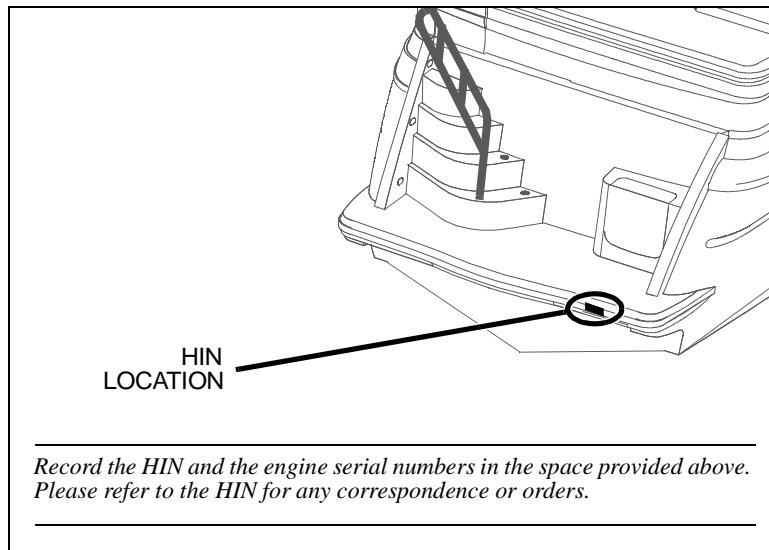


Port Engine Serial Number: _____

Stbd. Engine Serial Number: _____

Hull Identification Number: _____

The Hull Identification Number (HIN) is located on the starboard side of the swimstep. Be sure to record the HIN in the space provided above and refer to the HIN for any correspondence or orders.



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Maxum has instituted an ongoing **Total Customer Satisfaction Program**.

The guiding principles of this program are:

- Design, build and support the finest marine products in the world, in every market we serve.
- Be personally and individually responsible for the customer's total satisfaction.
- Remember that every customer has a choice, and we want them to choose Maxum!

Welcome to the Maxum family. We are looking forward to serving your boating needs, now and in the future!

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Appendix A: Express Limited Warranty

Chapter 1: Welcome Aboard!

This *Owner's Manual Supplement* was prepared to provide specific information about your yacht. Please study the *Owner's Manual* and this *Owner's Manual Supplement* carefully, paying particular attention to **Appendix A: Express Limited Warranty**. Keep this Supplement on your yacht in a secure, yet readily available place.

Dealer Service

Make certain that you receive a full explanation of all systems from the selling dealer before taking delivery of your yacht. Your selling dealer is your key to service. If you experience any problems with your new yacht, immediately contact the selling dealer. If for any reason your selling dealer is unable to help, you can call us direct on our customer service hotline: 360-403-0274 or send us a FAX: 360-403-4235

Boating Experience

If this is your first boat or if you are changing to a type of boat you are not familiar with, for your own comfort and safety, you must obtain handling and operating experience before assuming command of the boat.

Take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>

Outside the United States, your selling dealer, national sailing federation or local yacht club can advise you of local sea schools or competent instructors.



WARNING!

CONTROL HAZARD! A qualified operator must be in control of the yacht at all times. *Do not* operate your yacht while under the influence of alcohol or drugs.

Engines/Accessories Guidelines

Your yacht's engines and accessories were selected to provide optimum performance and service. Installing different engines or other accessories will cause unwanted handling characteristics. Should you choose to install different engines or to add accessories that will affect the yacht's running trim, have an experienced marine technician perform a safety inspection and handling test before operating your yacht again.

The engines and accessories installed on your yacht come with their own operation and maintenance manuals. You must read and understand these manuals before operating the engines and accessories.

NOTICE

When storing your yacht please refer to your engine's operation and maintenance manuals.

Safety Standards

Your yacht's mechanical and electrical systems were designed to meet safety standards in effect at the time it was built. Some of these standards were mandated by law, all of them were designed to insure your safety, and the safety of other people, vessels and property.

In addition to reading this owner's manual supplement, read the owner's manual and all accessory instruction sheets for important safety standards and hazard information.

⚠ DANGER!	
	PERSONAL SAFETY HAZARD! Do not allow anyone to ride on parts of the yacht not designated for such use. Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding, occupying the transom platform or occupying the (optional) hardtop while underway is especially hazardous and will cause personal injury or death.

Structural Limitations

The command bridge, transom platform and bow platform are designed to be lightweight for proper boat balance. The load limit for these platforms is 30 pounds per square foot, evenly distributed.

Qualified Maintenance

⚠ WARNING!	
To maintain the integrity and safety of your yacht, only qualified personnel should perform maintenance on, or in any way modify: The steering system, propulsion system, engine control system, fuel system, environmental control system, electrical system or navigational system.	

Failure to maintain your yacht's systems (listed in the warning above) as designed could violate the laws in your jurisdiction and will expose you and other people to the danger of bodily injury or accidental death. We recommend that you follow the instructions provided in the *Owner's Manual*, this *Owner's Manual Supplement*, the engine owner's manual and all accessory instruction sheets/manuals included in your yacht's owner's packet.

Special Care For Moored Boats

If moored in saltwater or fresh water, your boat will collect marine growth on its hull bottom. This will detract from the boat's beauty, greatly affect its performance and may damage the gelcoat. There are two methods of slowing marine growth:

- Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.
- The hull below the waterline was painted with anti-fouling paint by the factory. Occasionally you will need to repaint it with a good grade of anti-fouling paint.

NOTICE	
<ul style="list-style-type: none"> • To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, we recommend the application of an epoxy barrier coating, such as INTERLUX, Interprotect 2000E/2001E. The barrier coating should be covered with several coats of anti-fouling paint. • Many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local dealer about recommended bottom paints, and about the laws in effect in your area. 	

Hazard Warning Symbols


The hazard boxes and symbols shown below are used throughout this supplement to call attention to potentially dangerous situations which could lead to either personal injury or product damage. **Read these warnings carefully and follow all safety instructions.**

 **DANGER!**

This symbol alerts you to immediate hazards which **WILL** cause severe personal injury or death if the warning is ignored.

 **WARNING!**

This symbol alerts you to hazards or unsafe practices which **COULD** result in severe personal injury or death if the warning is ignored.

 **CAUTION!**

This symbol alerts you to hazards or unsafe practices which **COULD** result in minor personal injury or cause product or property damage if the warning is ignored.

NOTICE

This symbol calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.



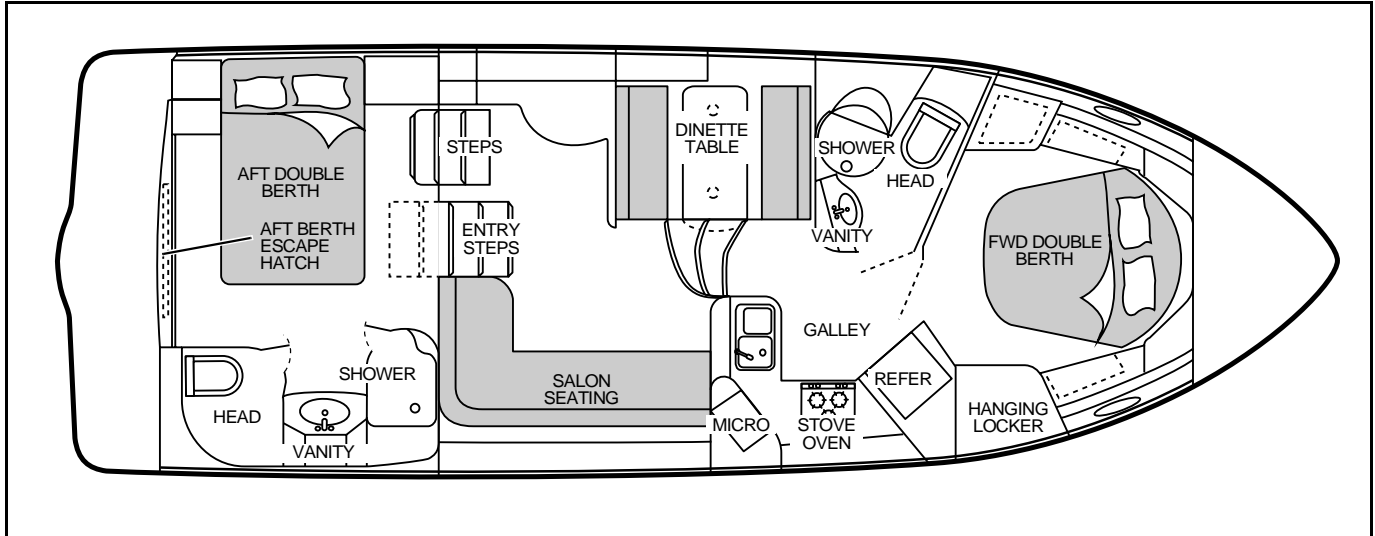
Chapter 2: Components/Systems

Dimensions & Tank Capacities

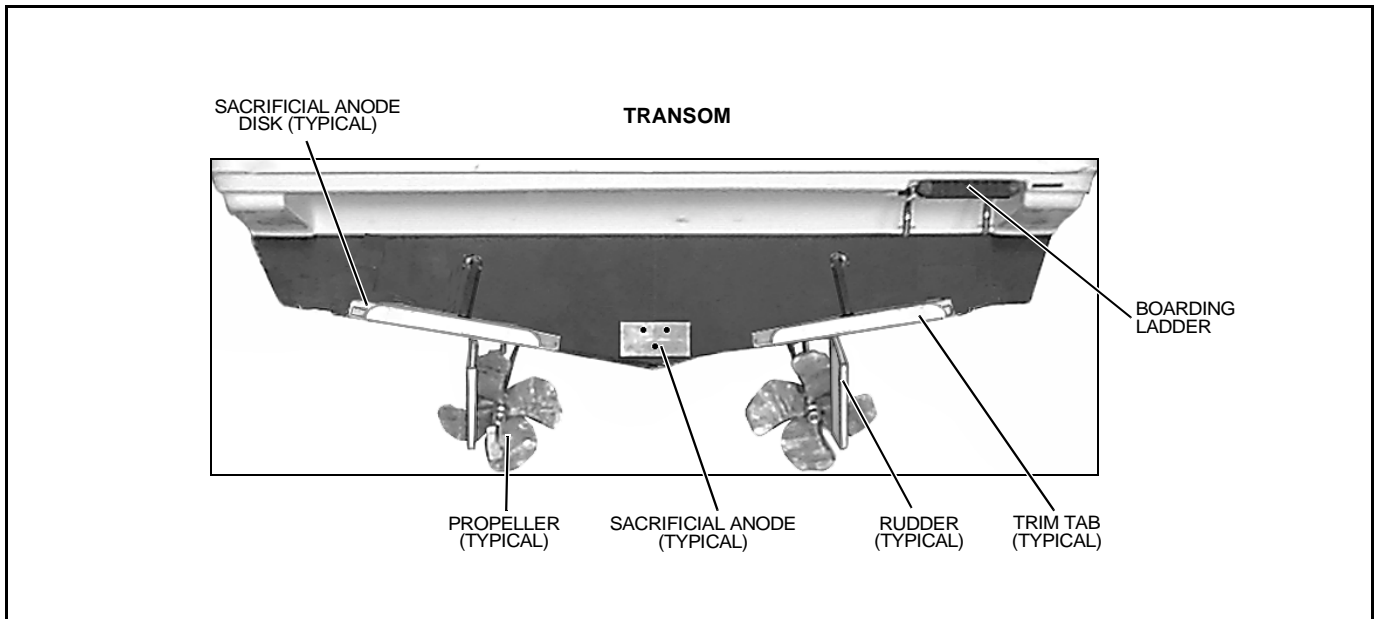
* Includes optional electronics package

Overall Length	Max. Bridge Clearance*	Beam	Draft	Fuel Capacity (gal.)	Freshwater Capacity (gal.)	Waste Tank Capacity (gal.)
41' 8"	18' 2"	13' 10"	3' 9"	300	90	76

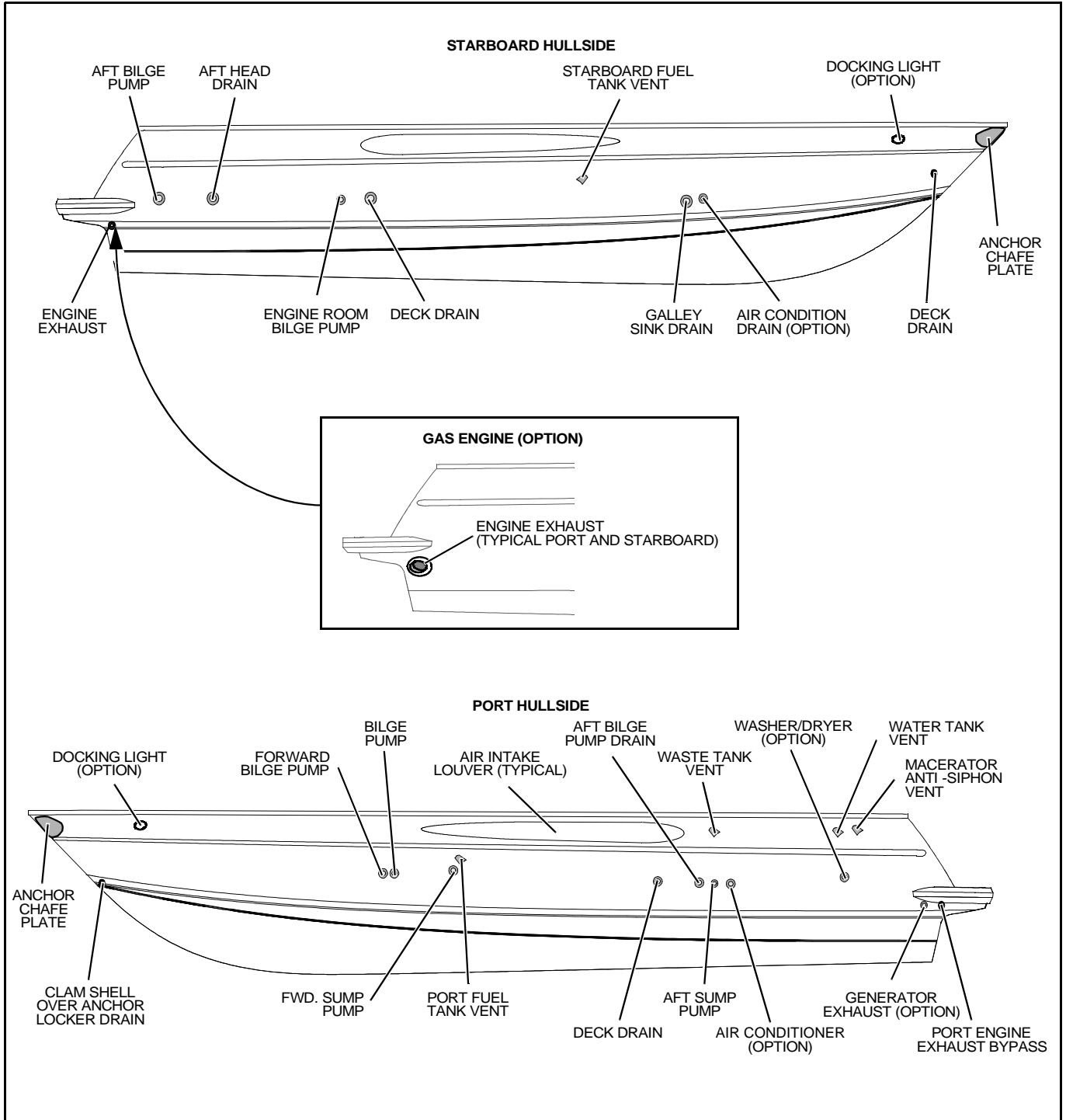
Layout View



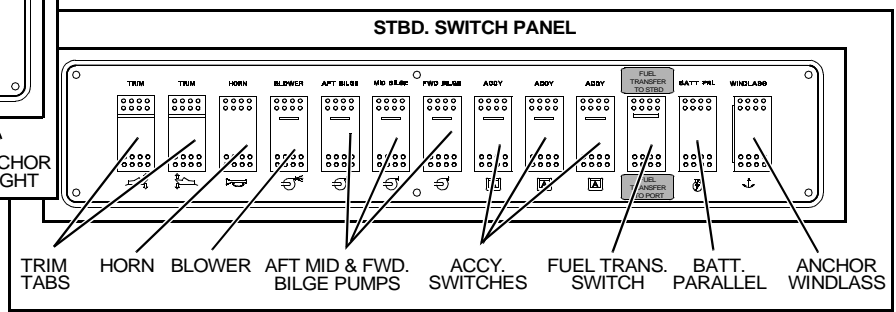
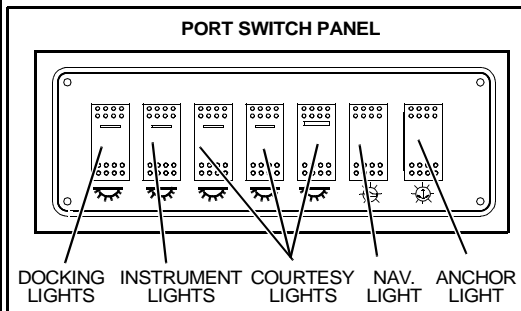
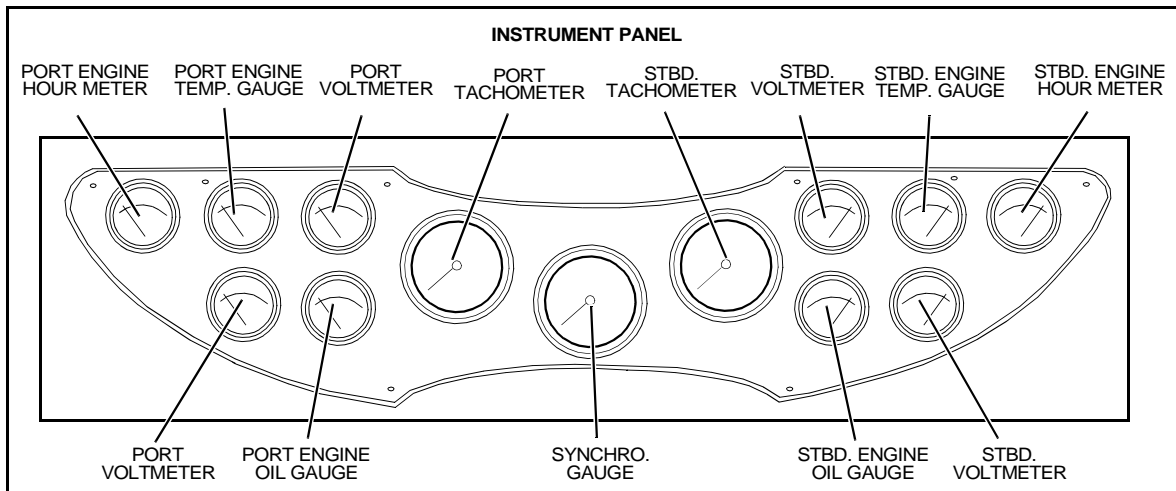
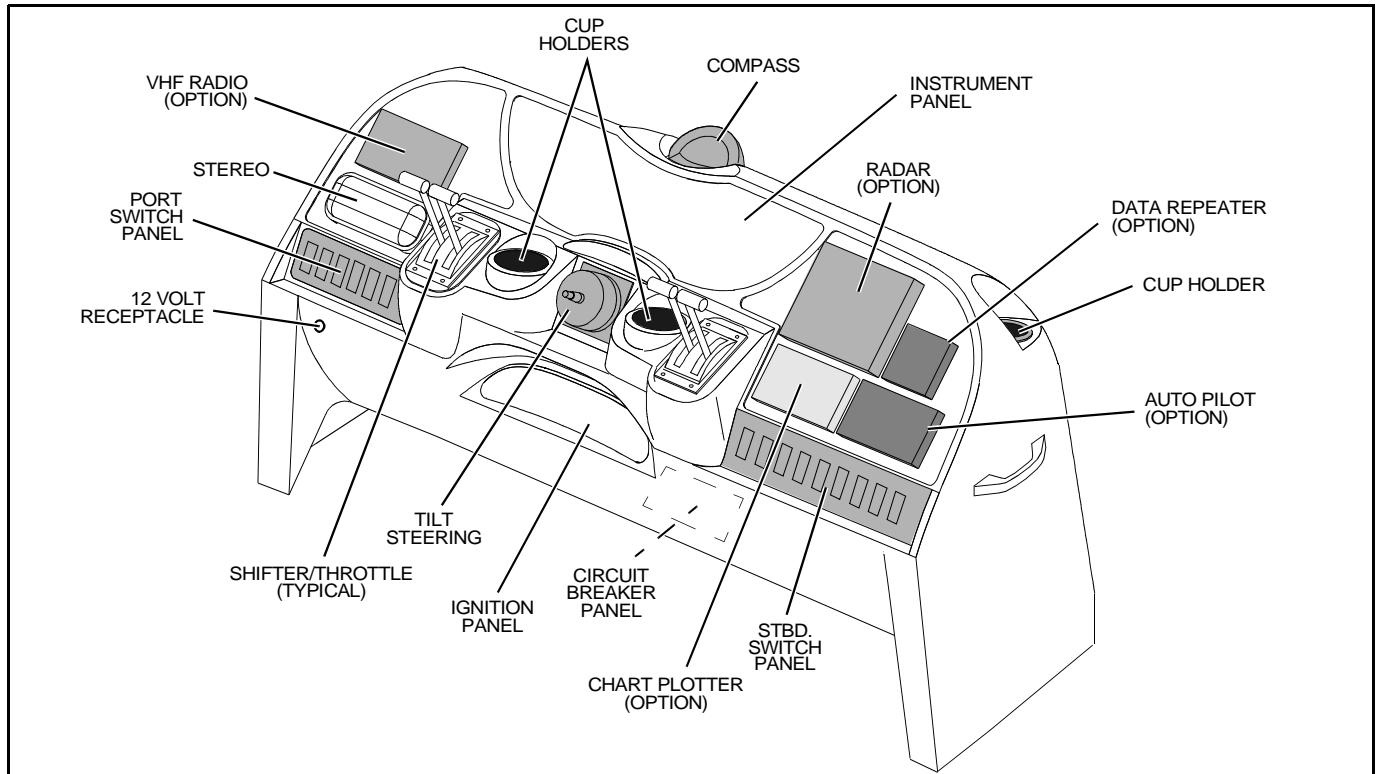
Transom Hardware



Hullside Exterior Hardware & Drains

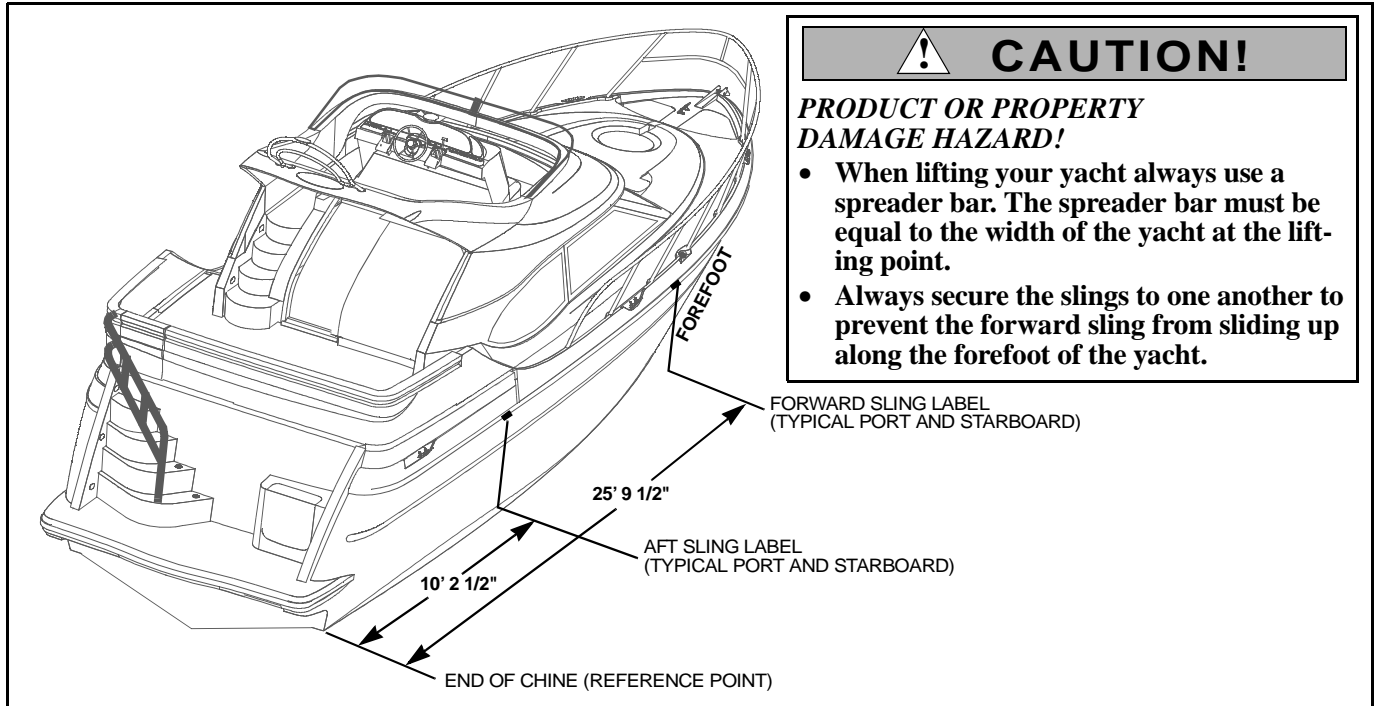


Helm Station



Yacht Lifting

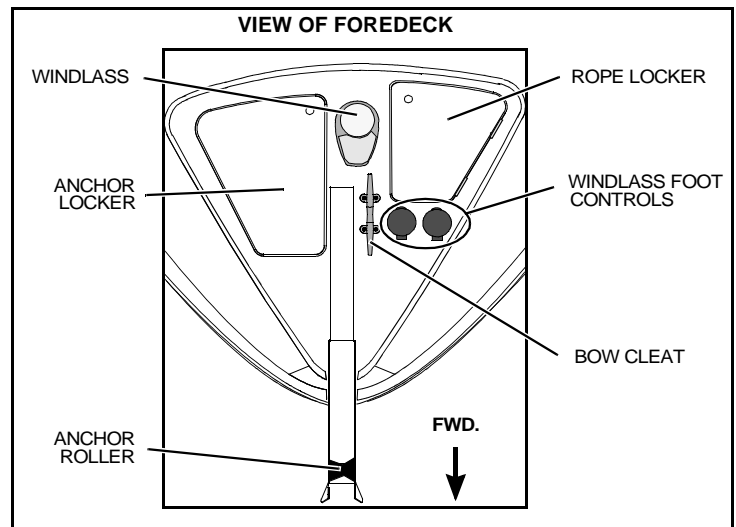
- Follow the lift equipment’s instructions and requirements.
- If bilge water is present, pump water out of the bilge areas *before* lifting your yacht. Excessive amounts of bilge water can shift and change the balance of the load.
- When lifting your yacht, always position the lifting slings at the fore and aft sling label positions.



Anchor Windlass (Option)

Your yacht may feature an **optional** anchor windlass. Read the manufacturer’s instruction manual supplied in your yacht’s owner’s packet.

- To haul the anchor, use engine power (*not* the windlass) to move the yacht to, and directly above, the anchor. Activate the windlass to disengage the anchor from the bottom by pulling it straight up.
- Verify the windlass breaker on the DC panel is activated before using the windlass anchor.




Windshield Wipers

- Windshield wiper and washer control switches are located at the helm.
- Periodically, due to wear and environmental exposure, you will need to replace wiper blades using 28" blade refills. Instructions for replacing the wiper blades can usually be found on the blade replacement package.
- The windshield wiper fluid level should be checked occasionally and refilled as necessary. The windshield wiper fluid bottle can be accessed through the galley floor cut-out.

Electrical System

Read this section and the electrical sections of the owner's manual and all accessory manuals included in your yacht owner's packet. Electrical routing drawings are provided in Chapter 3 of this supplement, wiring schematics in Chapter 4.


⚠ DANGER!



EXTREME FIRE, SHOCK & EXPLOSION HAZARD!

- To minimize the risks of fire and explosion, *never* install knife switches or other arcing devices in the fuel compartments.
- *Never* substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.
- *Do not* modify the electrical systems or relevant drawings.
- Only qualified personnel should install batteries and/or perform electrical system maintenance.
- Insure that all battery switches are in the *off* position before performing any work in the engine spaces.


⚠ WARNING!



FIRE, OPEN FLAME & EXPLOSION HAZARD!

- Fuel fumes are heavier than air and will collect in the areas where they can be accidentally ignited. Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel. Always operate the bilge blowers for at least four minutes prior to engine starting, electrical system maintenance or activation of electrical devices.
- Minimize the danger of fire and explosion by not exposing batteries to open flame or sparks. Do not smoke in the engine room or utility room.

⚠ CAUTION!



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

Never disconnect the battery cables while the engine is running since it can cause damage to your yacht's electrical system components.

NOTICE

Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems, keep all electrical connections clean and apply a spray-on protectant that is designed to protect connections from corrosion.

12 Volt DC System

Fuses and Circuit Breakers

The engines are protected by a large circuit breakers located on the engines. The accessories are protected by circuit breakers on the battery switch panel in the transom storage tub, by the accessory circuit breakers on the electrical panel and by the circuit breakers under the helm. Wires are color-coded to indicate which accessory each circuit breaker services. Some items, such as radios and bilge pumps, may be fused individually at the unit. Auto-float switches are fused at the battery.

Batteries

The batteries installed on your yacht are located in the engine room (see illustration to the right).

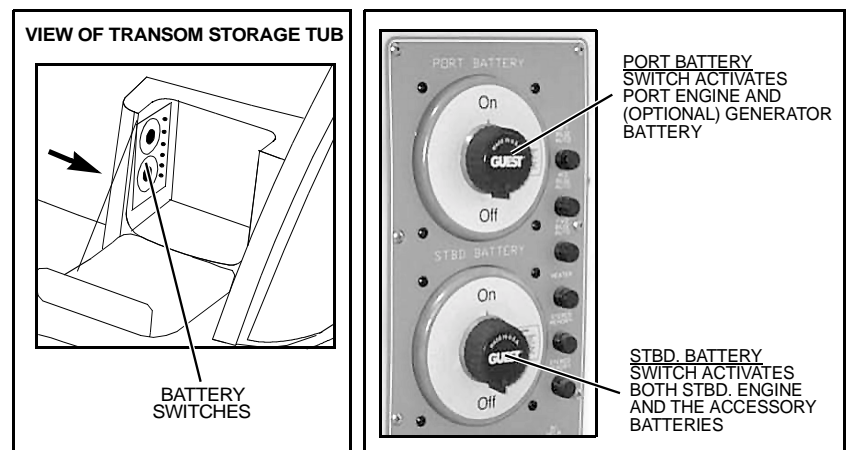
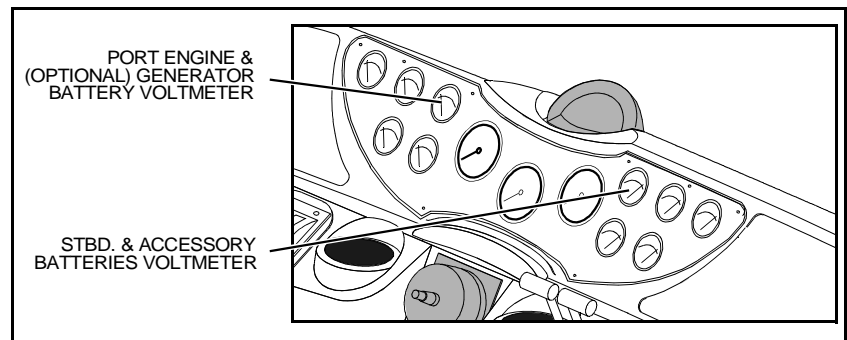
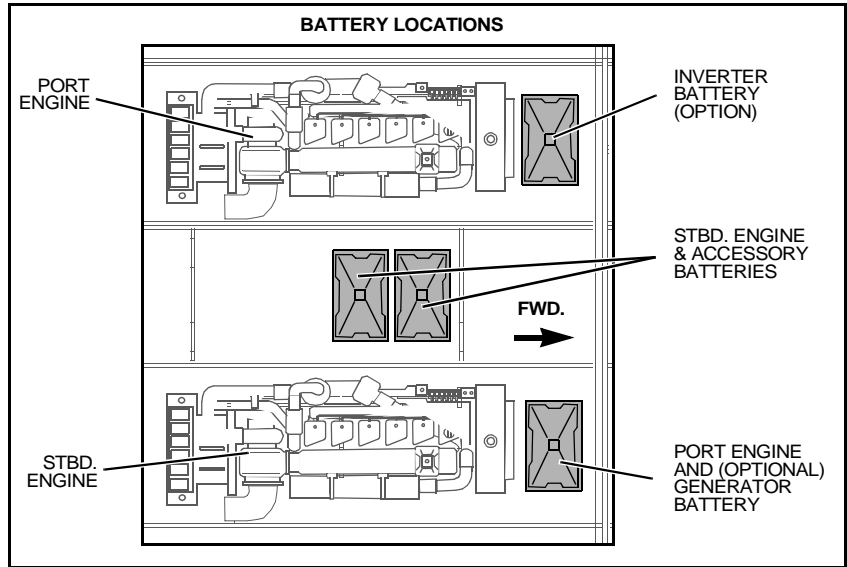
- The batteries supply electricity for engine and (**optional**) generator starting, as well as for your lights, accessories and (**optional**) inverter.
- The power levels for the batteries can be read on the voltmeters at the helm instrument panel (see illustration to the right).

The electrical section of Chapter 8, in the Owner's Manual, provides battery care and maintenance instructions.

Battery Switches

There are two battery switches installed on your yacht, located inside the starboard transom storage tub.

- The **PORT BATTERY** switch, when activated, provides power for starting the port engine and the (**optional**) generator.
- The **STBD. BATTERY** switch, when activated, provides power for starting the starboard engine and provides power for the accessories.
- After starting your yacht's engines or (**optional**) generator, the appropriate battery switches must be kept ON until the engines and/or generator is turned OFF.
- Battery switches should be switched to the **OFF** position whenever the yacht is left unoccupied for long periods of time.



Parallel Battery Switch

The parallel battery switch is located at the helm on the starboard switch panel. Activating the parallel switch allows you to combine the batteries power for emergency engine starting (when batteries are low).

- To use the parallel mode, make sure both battery switches are turned on. Hold down the parallel switch while cranking the engine. Once the engine has started, release the switch.

 CAUTION!
<p>SYSTEM DAMAGE HAZARD! The crossover (parallel) switch should only be used for emergency engine starting.</p>

Battery Charging

Alternators

The alternators installed on your engines maintain proper charge levels for the engine and accessory batteries while the engines are running (see “Table 1” below).

Battery Charger

Your yacht is equipped with a battery charger. Read the battery charger manual provided in your *yacht's owner's packet* before using the charger.

- The battery charger, located in the engine compartment, can be accessed through the aft berth by removing the access panel below the television cabinet.
- The battery charger's circuit breaker is located on the AC panel and must be turned *on* for charging to occur.
- The battery charger will charge the batteries whenever the yacht is plugged into 120 volt shore power or the (optional) generator is operating.


 CAUTION!
<ul style="list-style-type: none"> • The battery charging systems (alternator and battery charger) are designed to charge conventional lead-acid batteries. Before installing gel-cell (or other new technology) batteries, read and follow the battery charger's operating instructions. • Loose battery cable connections will damage your battery charger and your yacht.

Table 1: Battery Charging

	Battery Charger	Stbd. Eng. Alternator	Port Eng. Alternator
Starboard Engine Battery	Charges battery while connected to shore power or running generator.	Charges battery while starboard engine is running.	Does NOT charge battery.
Port Engine and (optional) Generator Battery	Charges battery while connected to shore power or running generator.	Does NOT charge battery.	Charges battery while port engine is running.
Accessory Battery	Charges battery while connected to shore power or running generator.	Charges battery while starboard engine is running.	Does NOT charge battery.

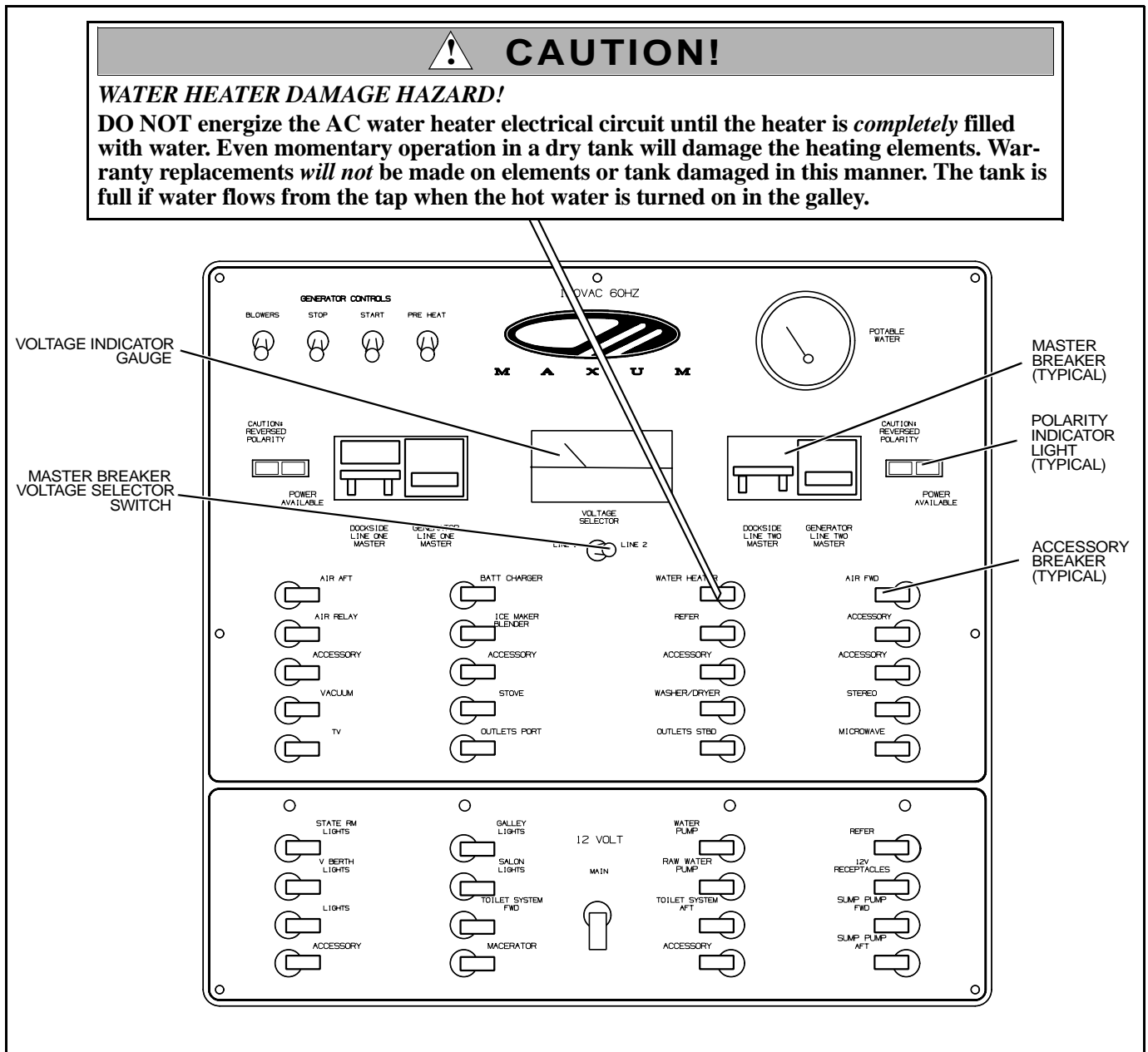
AC Electrical System

Your yacht uses 120v/60Hz or (**optional**) 240v/60Hz AC (alternating current) systems. The AC system can be energized by shore power, (**optional**) inverter or (**optional**) generator power. This system is designed so that the ship's power sources and the shore power *cannot* supply power simultaneously.

The AC panel's master circuit breakers provide power source selections to the accessory breakers that are directly below the designated master breaker. *After* activating AC power, individual breakers must be activated to supply power to the accessories you wish to use.

NOTICE

When using shore power or generator power, the simultaneous operation of several AC accessories can result in an overloaded circuit. It may be necessary to turn off one accessory while operating another.



Shore Power

30 Amp Shore Power

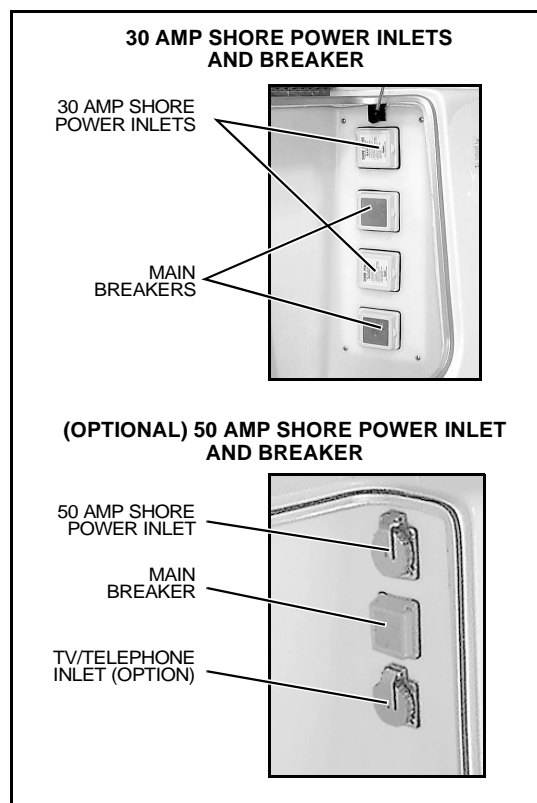
Your yacht features two standard-equipped 120v/30 amp shore power receptacles (located inside the starboard transom stowage tub). The receptacles inlet, labeled line 1 and line 2, correspond to the master breakers, labeled line 1 and line 2 on the AC panel. This system is designed so that each line operates independent of each other.

NOTICE

- Some dockside installations may be rated less than 30 amps, therefore, you may need to purchase lower amp adapters.
- Adapters should always be used at the dockside end of a shore power cord.
- Whenever a lower amp adapter is used, however, there will be a corresponding drop in supplied power from the dockside system.

50 Amp Shore Power (Option)

A single 50 amp receptacle inlet may be installed in place of the two standard 30 amp receptacle inlets. Electricity from the single 50 amp inlet (240 volt) is evenly distributed to both line 1 and line 2 master breakers (120 volt) on the AC panel. This system is designed so that each line operates independent of each other.



Connecting To Shore Power

1. Monitor the AC panel's polarity indicator lights (next to the line 1 and line 2 master breakers) as follows:
 - A *green* light illuminating after the power cord is plugged into the yacht's external power receptacle indicates acceptable electrical power in which you may energize the main breaker switches.
 - A *red* light, however, indicates reversed polarity, which could cause electrical system damage and possibly electrical shock injuries. In this case, *do not* energize the main breaker switches (see warning below).
2. Activate the AC system by turning the main ship/shore breaker(s) to the dockside position.
3. Turn on the master breaker and individual component breakers (below the activated master breaker) as required.

NOTICE

Voltage on each line can be read by setting the voltmeter selector switch.



WARNING!



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- Monitor the polarity indicator lights every time you connect to shore power.
- When connecting to shore power and you encounter reversed polarity light (*red* colored), *Do not* energize the main breaker switches. Instead, *immediately* disconnect the shore power cord (always from the dockside receptacle first) and notify marina management.

⚠ DANGER!

⚠ ⚡ ⚠ FIRE, EXPLOSION & SHOCK HAZARD!

- **DO NOT** alter shore power connectors and use only compatible connectors.
- **Before connecting or disconnecting the shore power cord to your yacht, verify all breakers and switches on the AC master panel are turned OFF.**
- **To prevent shock or injury from an accidental dropping of the “hot” cord into the water, ALWAYS attach the shore power cord to the yacht inlet first; then to the dockside connection. When disconnecting from shore power, disconnect the shore power cord from the dockside connection first.**
- **NEVER** leave a shore power cord connected to the dockside connection only.
- **Only use shore power cords approved for marine use. NEVER use ordinary indoor or outdoor extension cords that are not rated for marine use.**

⚠ CAUTION!

⚡ SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- **NEVER** connect dockside power to your yacht outside North America unless you have purchased the international electrical conversion option.
- **The simultaneous use of several AC components can result in an overloaded circuit. It may be necessary to turn off one or more accessories in order to use another accessory.**
- **Use double insulated or three-wire protected electrical appliances whenever possible.**
- **Periodically check the shore power cord(s) for deterioration or damage. Damaged or faulty cords should NEVER be used since the danger of fire and electrical shock exists.**
- **DO NOT pinch shore power cords in doors or hatches, or coil the shore power cord too tightly since these situations can generate enough heat to result in a fire.**
- **If a shore power cord should accidentally become immersed in water, it should immediately be sprayed with fresh water. THOROUGHLY dry the blades and contact slots and spray with a moisture displacement before reusing.**

Inverter Power (Option)

Your yacht may feature an **(optional)** inverter which converts DC power from it’s battery to AC power for designated accessories. The inverter is located in the utility room and can be accessed by removing the forward entry steps. Before operating the inverter, read the inverter manual for detailed operating procedures and safeguards and observe the following:

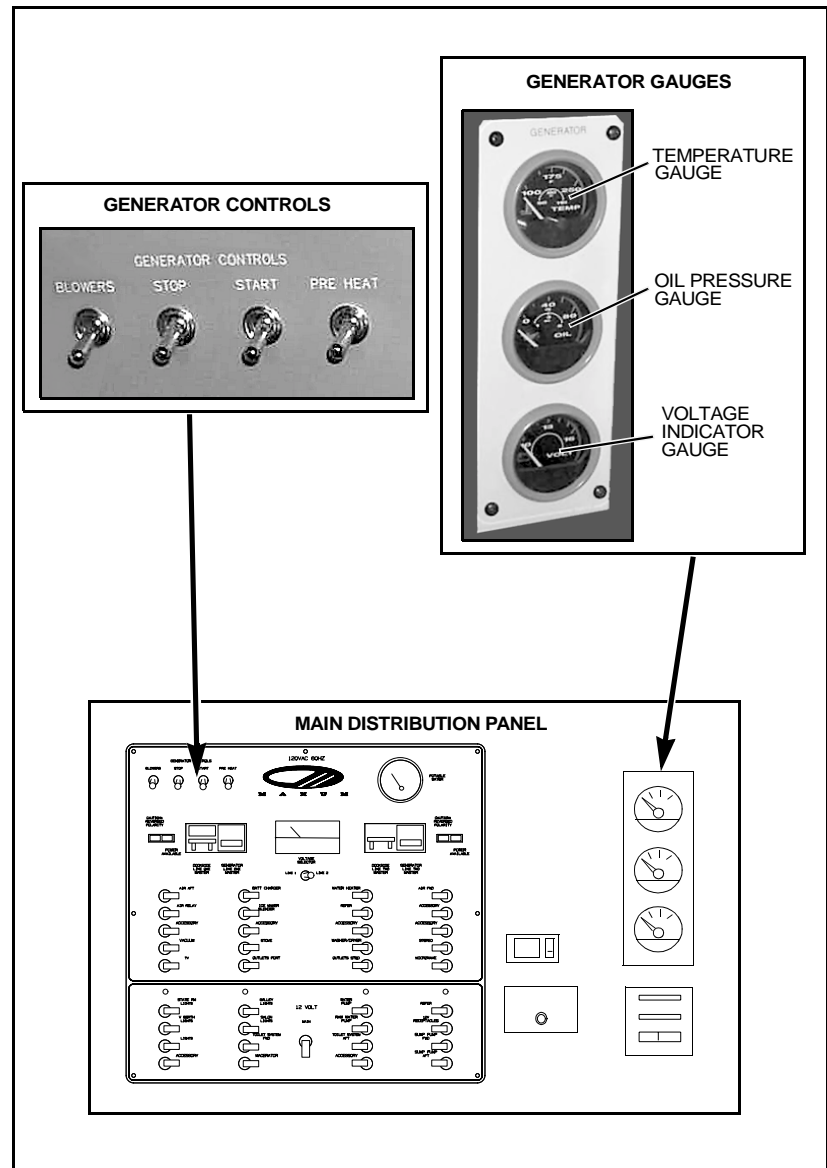
- Accessories that can be powered by the inverter are identified by white breakers on the AC panel.
- Activate the AC system under inverter power by switching *on* the inverter master breaker (located above the port dinette) and pressing the on/off switch on the inverter control panel (located on the inverter).
- The inverter runs off it’s own battery, which is located forward of the starboard engine, (see illustration on the top of page 9). The inverter battery breaker is located on the battery switch panel inside the port transom storage tub.
- The inverter features a built-in battery charger. The battery charger will charge it’s battery whenever the yacht is plugged into a dockside connection or the **(optional)** generator is on.

Generator Power (Option)

Your yacht may come equipped with an (optional) gas or diesel generator. Prior to initially operating your generator, read the generator manual for detailed information on pre-start checks, break-in procedures and starting instructions.

Observe the following about your generator:

- Polarity has been established in the installation of the generator, therefore the polarity lights will not function while operating the generator.
- The generator and the port engine use the same battery (see illustration on page 9).
- Generator oil pressure, water temperature, and voltage gauges are located on the main distribution panel in the aft salon.
- The generator's main circuit breaker is located on the generator.
- The starboard fuel tank supplies the generator's fuel.
- In addition to servicing the filters attached to the generator, the filters/separators (located near the fuel line valves) should be serviced as described in the manufacturer's manual.
- The coolant mixture installed at the factory consists of equal parts of water and antifreeze (Ethylene Glycol). The coolant bottle for the main generator is located aft of the salon engine access hatch opening (refer to photograph on page 21).
- Frequently check the generator's seawater strainer for leaks and/or debris (refer to Sea Strainer section on page 32).



CAUTION!

SYSTEM DAMAGE HAZARD!

- Always verify the generator's seawater pickup system's intake seacock is in the *open* position prior to starting and throughout generator operation.
- Never operate the generator starter for more than 30 seconds. If the generator does not start, wait at least 30 seconds before another start attempt is made.
- After starting the generator, wait for the generator to stabilize before activating component breakers on the AC panel.

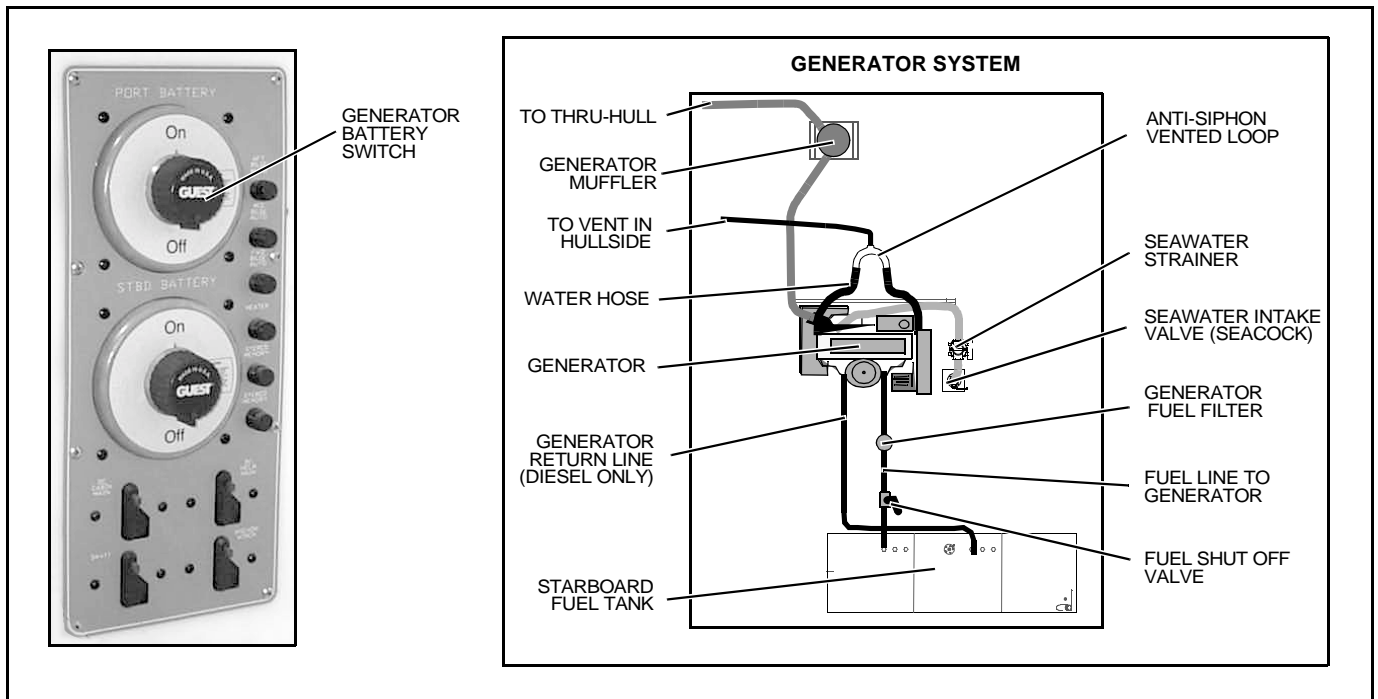
Generator starting:

1. Open the generator's seawater intake valve (seacock) before starting the generator and keep the seacock valve open during generator operation.
2. Operate the bilge blowers for a minimum of four minutes before starting the generator. Leave the blowers on while the generator is operating if your yacht is running at below cruising speed.
3. Verify that the generator's battery switch, located in the starboard transom tub (refer to photograph on page 9), is turned on.
4. **Diesel Generator:** On the AC panel, press and hold the pre-heat switch on for one minute for pre-heating. While holding the generator's pre-heat switch, activate the start switch. As the generator starts, continue to hold the pre-heat switch until oil pressure is indicated on the pressure gauge.

Gas Generator: Simultaneously press the oil pressure button and activate the start switch.

5. On the AC panel, slide the master breaker's T-bar from the dockside power to generator power.
6. Switch the sub-main breaker on.
7. Activate each individual component breaker as required.
8. The master breaker selector switch (line 1 or line 2) should be selected, for the voltage indicator gauge to display AC power from the generator.

To shut off the generator: Hold the "off" switch until the generator shuts down.



Audio & Visual Equipment

All audio and visual equipment installed on your yacht have separate instruction sheets or manuals that explain their operating procedures in detail.

NOTICE

AM radio reception may be impaired anytime the engines are running.

Dockside Cable Television & Telephone Inlet (Option)

Your yacht may be equipped with an **(optional)** dockside cable television and telephone inlet, located inside the transom storage tub (*refer to photograph on page 12*). Your yacht must be hooked up to a dockside source to use a telephone or receive cable television transmission.

Navigation & Communication Equipment

The owner's packet contains operation manuals for all navigation & communication equipment installed on your yacht. Read these manuals before operating the equipment and follow the safety warnings below.

Autopilot (Option)

Your yacht may feature an **(optional)** autopilot system which can be activated from the helm. The autopilot will automatically aid you in maintaining the chosen direction of your yacht. Read the manufacturer's instructions supplied in your owner's packet and observe the following:



WARNING!

PERSONAL INJURY & PRODUCT HAZARD! Never leave the helm while the autopilot system is on! Someone should always stay at the helm as a lookout in case a dangerous situation suddenly develops.

NOTICE

The autopilot system is only an aid to navigation. Its accuracy can be affected by many factors, including equipment failure or defects, environmental conditions & improper handling or use.

Compass

NOTICE

Compass accuracy can be affected by many factors. You must have a qualified technician calibrate your compass. Make sure the technician gives you a deviation card which shows the corrections to apply in navigational calculations. Keep a copy of the deviation card at the helm.

Depth Finder (Option)



WARNING!

- **Do not use the depth finder as a navigational aid to prevent collision, grounding, yacht damage or personal injury.**
- **When the yacht is moving, submerged objects will not be seen until they are already under the yacht. Bottom depths may change too quickly to allow time for the yacht operator to react. If you suspect shallow water or submerged objects, operate your yacht at very slow speeds.**

VHF Radio (Option)

Your yacht may include an **(optional)** VHF (Very High Frequency) radio at the helm. The VHF radio can be used to access weather reports, summon assistance or contact other vessels as permitted by the FCC (Federal Communications Commission). Contact the FCC for licensing, rules and regulations concerning VHF radio usage.

Lighting

The lights on your yacht are of top quality, but you should be aware that failure may occur for a variety of reasons:

1. There may be a tripped breaker - *reset the breaker switch.*
2. The bulb may be burned out - *carry spare bulbs for replacement.*
3. The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant.*
4. A wire may be damaged or may have come loose - *repair as required.*



CAUTION!

Prolonged operation of interior lights (overnight) will result in a drained battery. Be conservative in the use of battery power.

Spotlight (Option)

Your yacht may come equipped with an **(optional)** spotlight located on the command bridge. The spotlight is controlled from a switch at the helm. Operating instructions can be found in the spotlight's operating manual, which is included in your yacht's owner's packet.

Navigation Lights

Navigation lights are essential to safe navigation at night. Read the *Coast Guard publication* included in your owner's packet and if necessary take a boating safety class.



CAUTION!



Avoid storage of gear where it will block navigational lights from view.

Appliances

All appliances installed on your yacht come with their own manuals (supplied in your yacht's owner's packet) that explain detailed operating instructions and important safeguards. Read these manuals before operating your yacht's appliances.

- Appliances operate on 120 volt AC power, which may be supplied from shore power, generator (**option**) power or inverter (**option**) power.
- Make sure the AC breaker is activated for the appliance you wish to turn on.

Alcohol / Electric Stove

 WARNING!	
	<p>EXPLOSION, SCALDING & FIRE HAZARD!</p> <ul style="list-style-type: none"> • DO NOT operate the stove unless you have read the owner's manual from the manufacturer. Use these instructions only as a reminder. • Any non-cooking devices on or near your stove during operation are potential fire hazards! • Do not operate the stove while underway. • Open flame cooking appliances consume oxygen, this can cause asphyxiation or death. Maintain open ventilation.

NOTICE	
Always keep an approved ABC-type fire extinguisher in galley area.	

Vacuum System (Option)

Your yacht may feature a vacuum system. The vacuum system receptacle is located inboard and below the forward dinette lounge seat. The breaker on the AC panel must be activated to operate the vacuum system. Read the instructions in your owner's packet before operating.

Washer/Dryer (Option)

Your yacht may feature a washer/dryer located in the aft port area of the aft berth. The breaker on the AC panel must be activated to operate the washer/dryer. Read the instructions in your owner's packet before operating.


Propulsion


Engines

The owner's packet contains detailed engine operation and maintenance manuals. Read and understand these manuals *before* operating or performing maintenance to the engines.

Engine Room Ventilation System

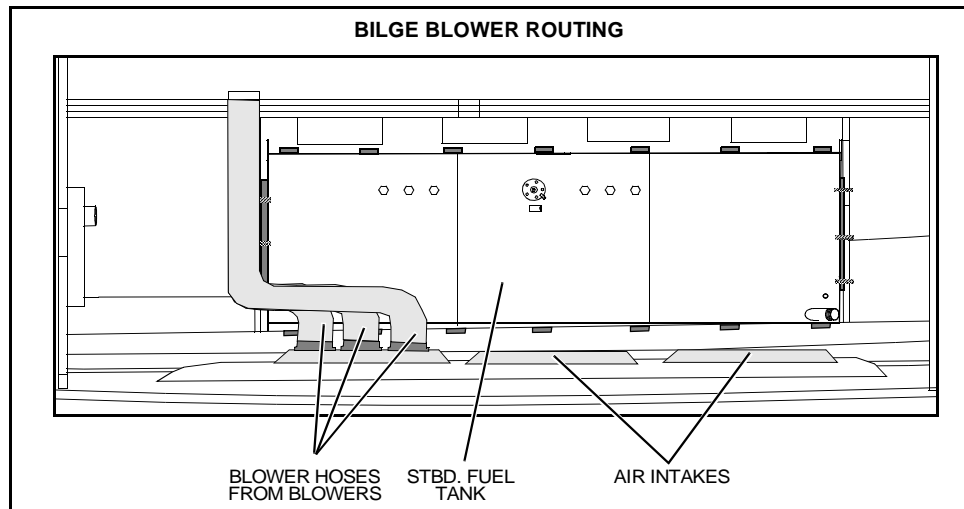
The bilge blowers remove fumes from the engine compartment and draws fresh air into the compartment through the deck vents. To ensure fresh air circulation, operate the bilge blowers for at least four minutes prior to starting the engines (or **optional** generator), during starting, and while operating your yacht below cruising speed.

 **WARNING!**

 **EXPLOSION HAZARD!**

- Operation of the blower system is not a guarantee that explosive fumes have been removed. If you smell any fuel, *do not* start the engines. If the engines are already running, immediately shut off the engines and all electrical accessories and investigate immediately.
- *Do not* obstruct or modify the ventilation system.

Bilge Blower Routing

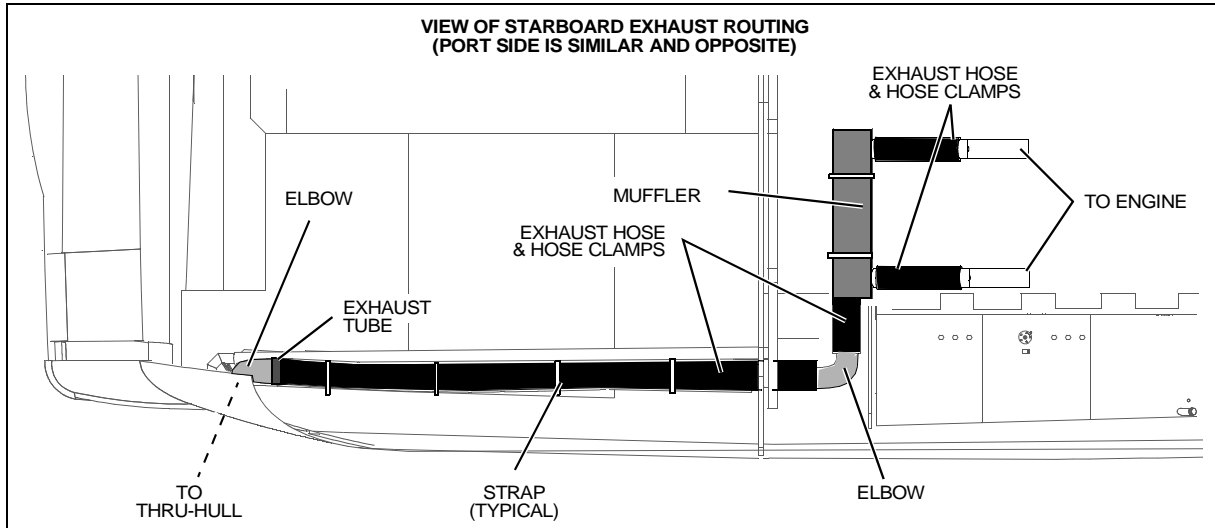


Exhaust System

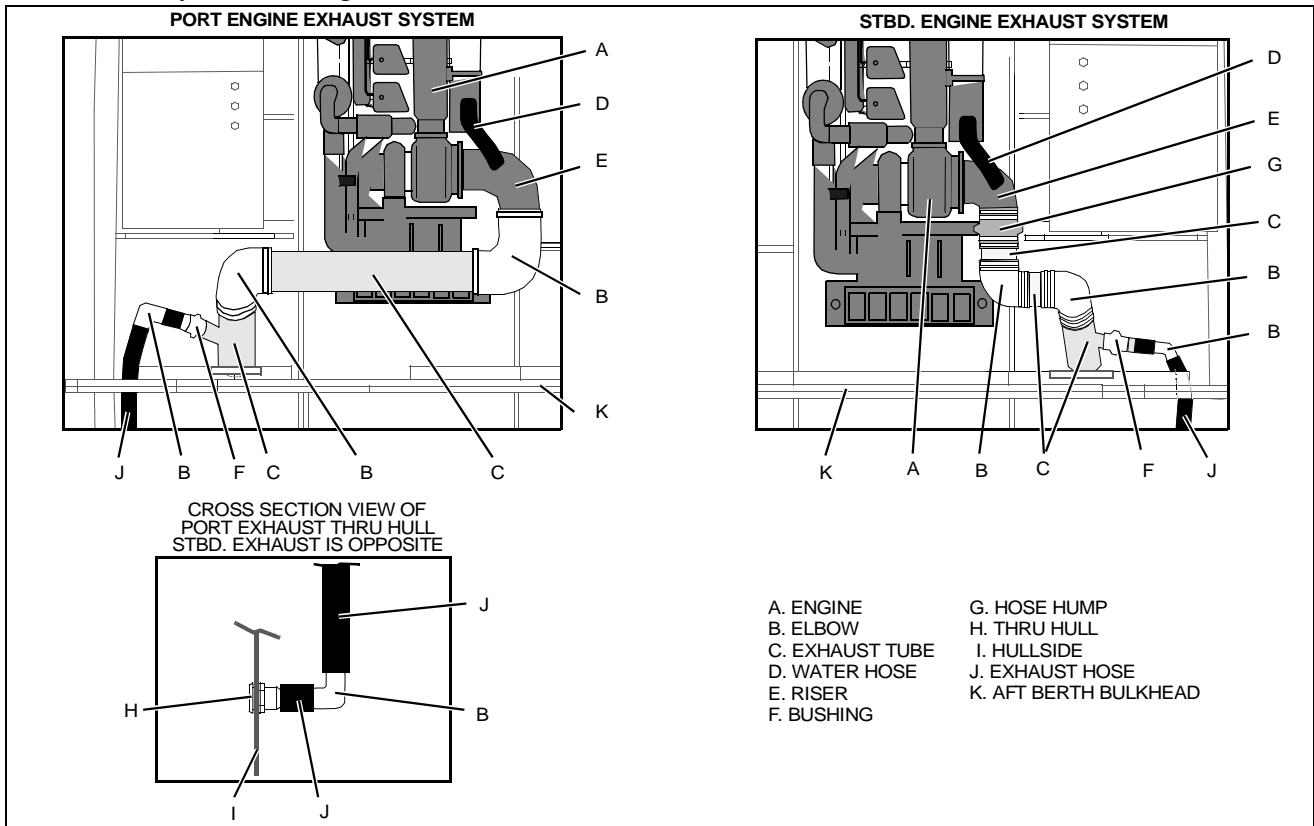
The exhaust system is designed to keep water out of the engines in most sea conditions, however, do not anchor the stern to sea or shut engines off if the seas are too high. Always use good seamanship and consider the sea conditions before anchoring or shutting off the engines.

NOTICE
 Check all exhaust system hose clamps after the first 20 hours and continue to check all of the clamps periodically after that.

Gas Exhaust System Routings



Diesel Exhaust System Routings



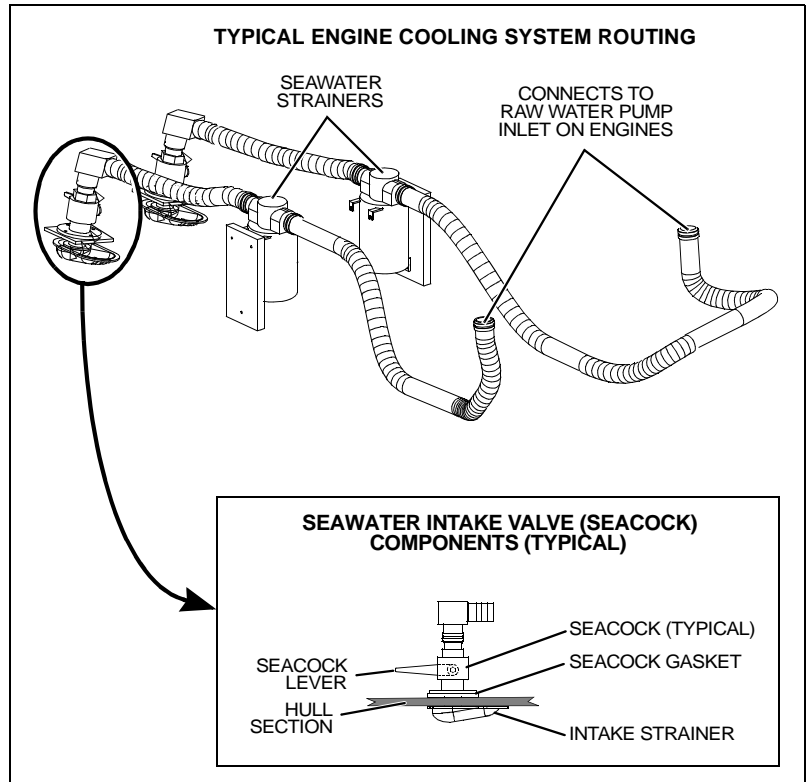
Engine Cooling System

The engine cooling system circulates raw water around components and also uses a (freshwater) heat exchanger on the engine to reduce engine temperature.

- Make sure both of the engine’s seawater intake seacocks are *open* before starting the engines and keep the seacocks *open* while the engines are running.

CAUTION!
SYSTEM DAMAGE HAZARD!
 The engine cooling system’s seacocks must be in the *open* position before engines are started and while the engines are operating.

- The engine cooling system’s seawater strainers should be checked for leaks and debris every time you use your yacht. For instructions on how to clean the seawater strainers of debris, see the *Seawater Strainer* section of this Supplement.
- Engine coolant (antifreeze) levels should be checked at the engine-mounted expansion tanks and at the coolant recovery bottles.



GENERATOR & ENGINE COOLANT BOTTLE LOCATIONS

Labels in photograph: BOTTOM ENTRY STEP, GENERATOR COOLANT BOTTLE, SALON FLOOR, ENGINE COOLANT BOTTLES.

CAUTION!
SCALDING HAZARD!
 Never check coolant levels when the engine is hot or while the engine is operating.

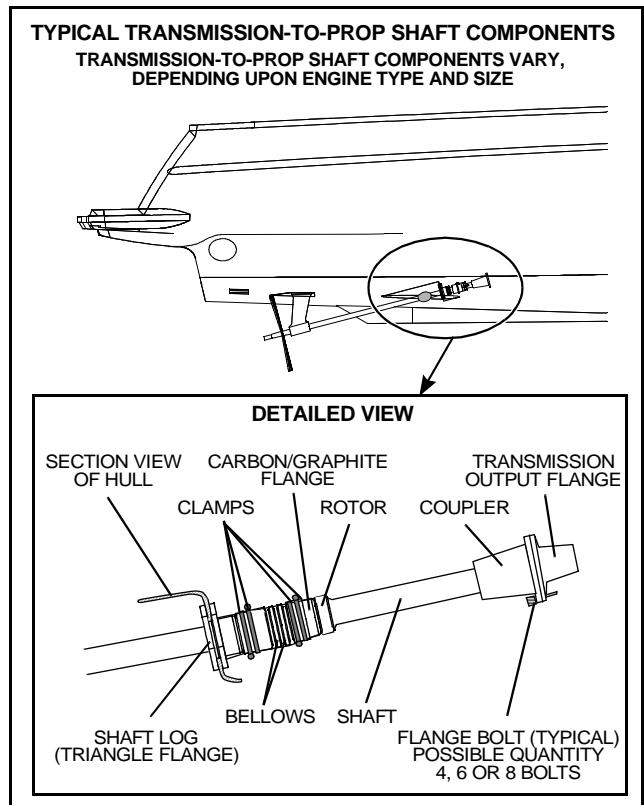
Shaft-Transmission Alignment

Alignment between the engine transmission output shaft and the propeller shaft is critical. This alignment had been performed at the factory, and was rechecked by the dealer after the yacht had been in the water for 48 hours.

- An alignment inspection should be performed as part of the routine maintenance program by a marine mechanic after the initial 30 hours of operation, then annually or whenever an unusual noise or vibration is noticed.
- The gap between flange faces should be less than 0.003".
- Replacement flange bolts, nuts and washers must be corrosion resistant and grade 8 or better.
- Recheck flange bolt torque after 20 hours of operation. Tighten the flange bolts according to the torque specifications listed in the table below.

FLANGE BOLT SPECIFICATIONS

BOLT SIZE	TORQUE
3/8" - 24	40 +/- 7 lb.
7/16" - 20	65 +/- 10 lb.
1/2" - 20	95 +/- 15 lb.
5/8" - 18	200 +/- 30 lb.
M16 x 1.5	175 +/- 25 lb.



! CAUTION!

- A marine mechanic should perform the shaft/transmission alignment, since it requires moving the engine.
- If a shaft/transmission misalignment exists, have a qualified marine mechanic perform an alignment as soon as possible. Continued use may lead to premature engine, transmission, shaft, shaft seal and/or hull damage!

Shaft Log Packless Sealing System

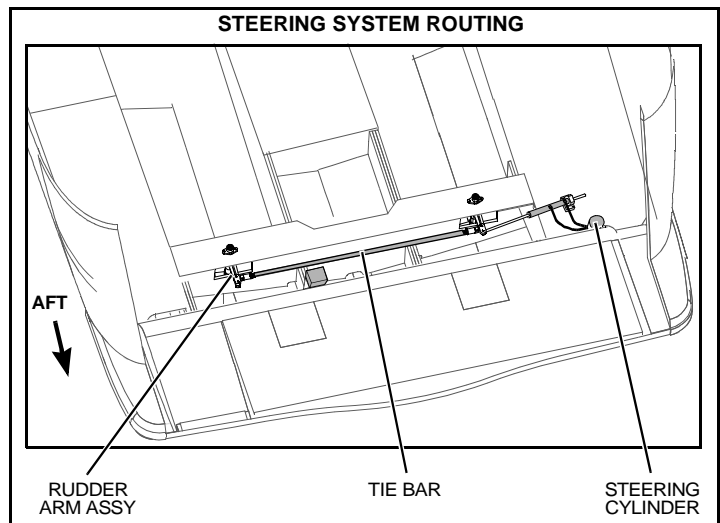
The shaft seal, which is part of the shaft log packless sealing system, is a maintenance-free, watertight seal that doesn't require packing or adjustments.

Controls

Steering System

Your yacht is equipped with a manual hydraulic steering system. Before using the steering system, read and understand the steering section in your owner's manual, and observe the following:

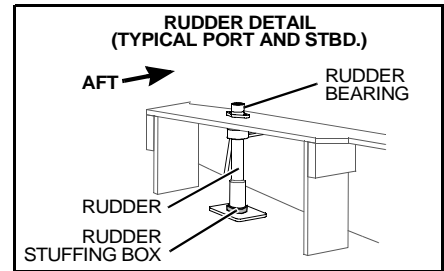
- A manual hydraulic system will not operate as easily as your car's power steering.
- A rhythmic pulsing when turning the wheel is a characteristic of the pump and is *not* a malfunction. Also, when coming off a hard-over position, a resistance may be felt, followed by a distinct sound. This is a normal situation resulting from the release of the check valve.
- The steering fluid level and pressure should be checked regularly, according to the instructions and maintenance suggestions in the steering manual.



Rudder Stuffing Gland

The rudder stuffing gland is part of the assembly where the rudders emerge from the bottom of your yacht. The shaft stuffing gland should not leak any water. If a leak develops, it can usually be stopped by tightening the packing gland nuts *slightly*. If stuffing gland leakage becomes excessive, packing replacement can be performed as follows:

1. Remove your yacht from the water.
2. Loosen the packing gland nuts and back the packing gland from the sleeve.
3. Remove the old packing and wrap new packing around the shaft.
4. Cut the rings with a razor blade at an angle approximately 30 degrees to the long axis of the shaft.
5. Stagger the ends of each ring around the shaft and insure that the ring are at the bottom in the sleeve.
6. Tighten the packing gland nuts until resistance is felt.



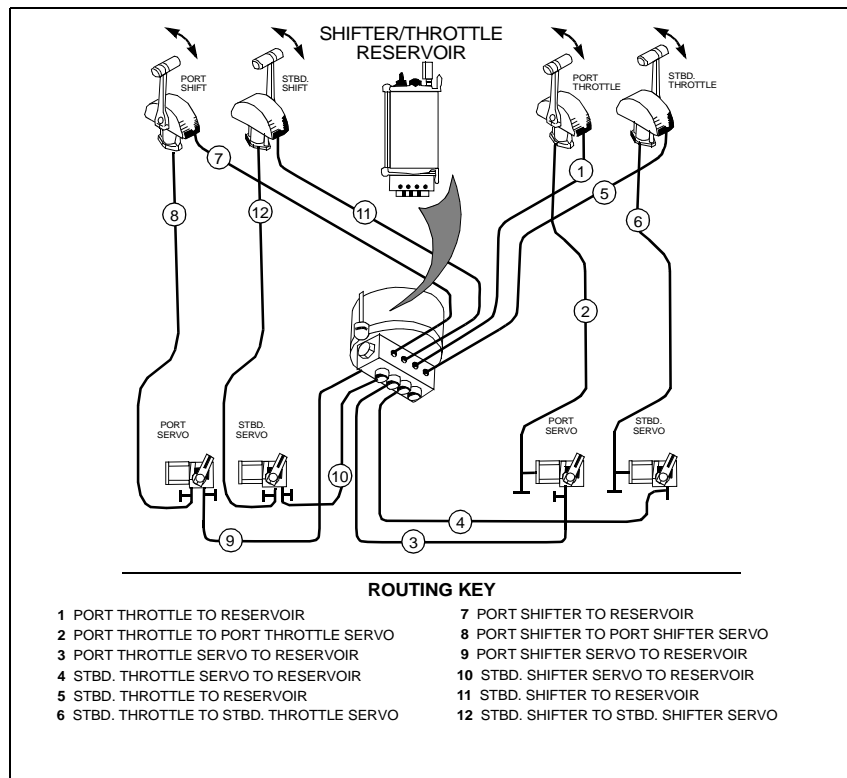


CAUTION!

PRODUCT DAMAGE HAZARD! DO NOT over tighten the packing gland nuts.

Shifter/Throttle System

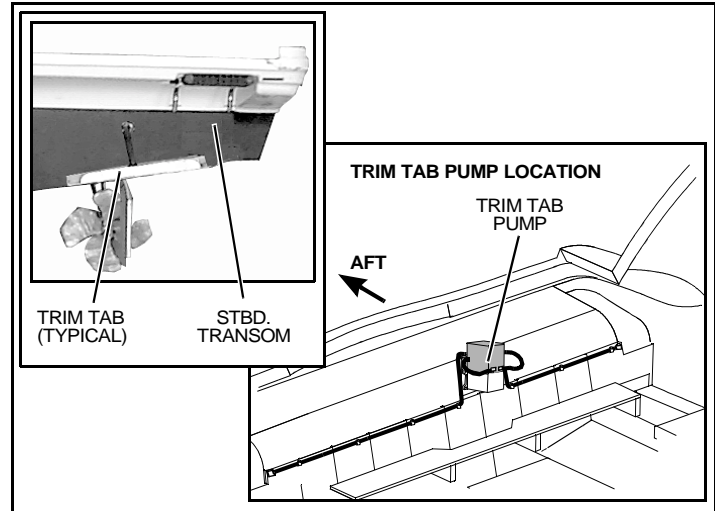
The shifter throttle controls are located at the helm station. We strongly recommend you read the operating instructions outlined in your Owner's Manual.



Trim Tabs

The trim tabs may be used to help keep your yacht level at cruising speeds. Trim tabs are controlled by two rocker switches, located at the helm station. Before using the trim tabs, read the trim tab operation manual included in your yacht's owner's packet and observe the following:

- Once the best bow cruising trim is reached, use the port or starboard trim switches (one at a time) to correct unequal lateral loading. Trim tab adjustment should be performed by several short touches to the switch rather than one long one. After each short touch allow about five seconds for the hull to react.
- The trim tab hydraulic fluid reservoir is located in the engine compartment on the aft transom (see illustration to the right). The fluid level should be checked periodically (at least once a year) and refilled as necessary.



WARNING!

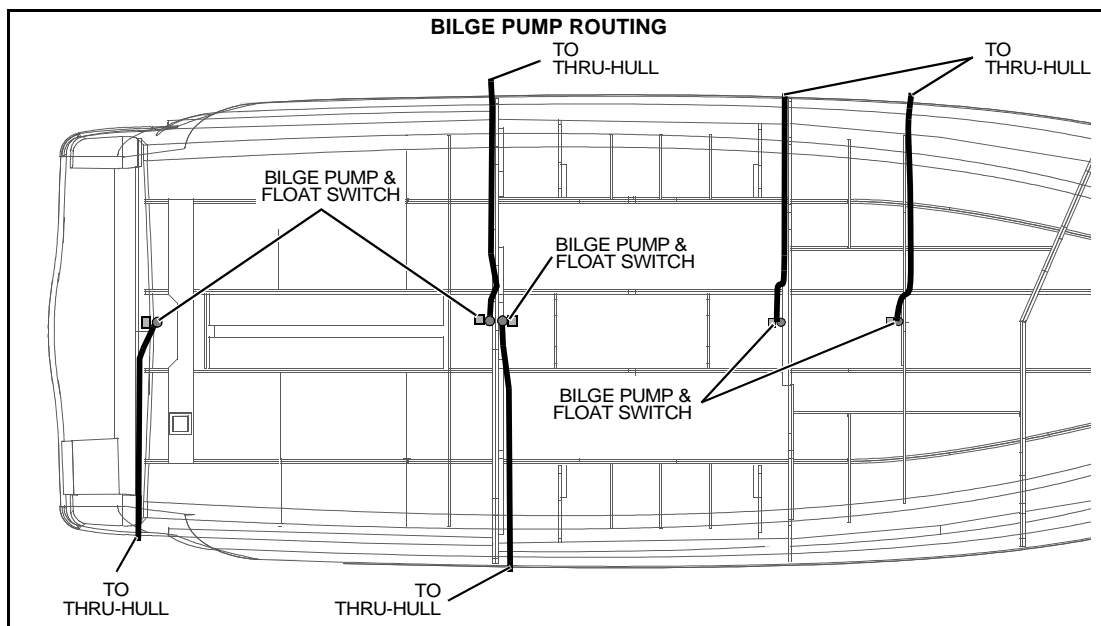


LOSS OF CONTROL HAZARD!

- **Improper use of trim tabs will cause loss of control! Do not allow anyone unfamiliar with trim tabs to operate them.**
- **Do not use trim tabs in a sea running the same direction as the yacht (a following sea) as they will cause broaching or other unsafe handling characteristics.**
- **Do not use trim tabs to compensate for excessive unequal weight distribution.**

Bilge Pumps

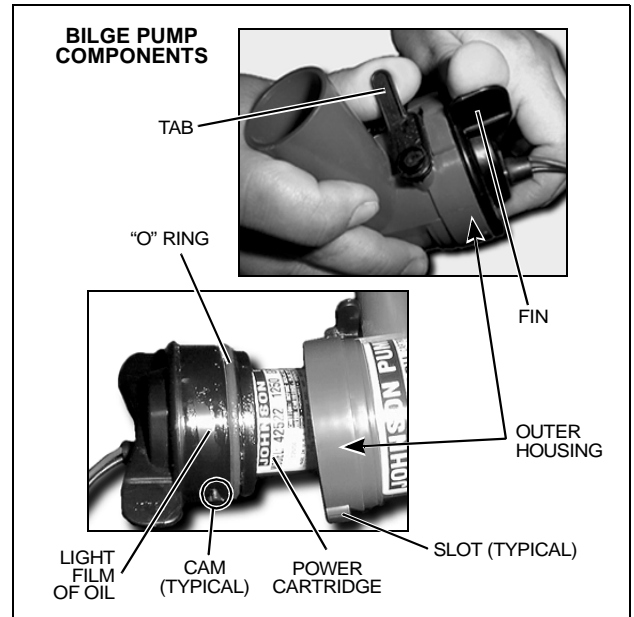
Your yacht is equipped with five automatic impeller-type bilge pumps which are used to pump water out of the bilge. Bilge pumps are controlled by automatic bilge pump float switches (autofloat switches) and/or switches at the helm and are wired directly to the battery so they will normally function even when the yacht is completely shut down and left unattended.



Bilge Pump Testing

Bilge pumps should be checked often to verify that they are working properly. To test a bilge pump’s operation, activate the dash-mounted switch and verify that bilge water is pumped overboard. If bilge water is present and the pump motor is running but *not* pumping, inspect the discharge hose for a kink or collapsed area. If no problems are found, check the bilge pump housing for clogging debris as follows:

1. Remove the power cartridge:
 - a. Lift the tab while rotating the fins counterclockwise.
 - b. Lift out the power cartridge.
 - c. Clear the outer housing of debris.
2. Reinstall the power cartridge:
 - a. Make sure the “O” ring is properly seated.
 - b. Coat the “O” ring with a light film of vegetable or mineral oil.
 - c. Align the two cams on either side of the power cartridge with the two slots on the outer housing and press the power cartridge into the housing while twisting clockwise. To ensure proper reinstallation, attempt to twist the fins counterclockwise without lifting the tab; the cartridge should stay in place.



NOTICE

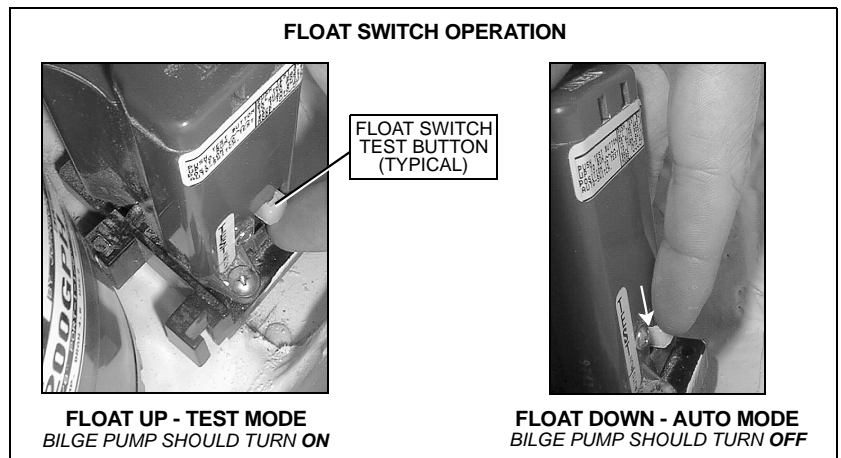
Discharge of oil, oil waste or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

Autofloat Switches

Automatic bilge pumps use electromagnetic float (autofloat) switches to automatically activate the pump whenever bilge water accumulates above a preset level. One autofloat switch is mounted next to the bilge pump it activates, and is wired directly to the battery so it will function even when the yacht is completely shut down and left unattended. Autofloat switches should be tested often for proper operation as follows:

To test a float switch:

1. Push the float switch test button *up* to activate the bilge pump. If the pump does not turn on, check the inline fuse. If the fuse is good but the switch doesn’t work, it may indicate a bad switch or possibly a low battery.
2. Push the test button all the way *down* to return the float switch back into the auto mode.








CAUTION!

When test is completed the float switch, you MUST push the test button all the way down to the auto position to turn the switch back into auto mode!

Fuel System

Read the fuel section of the *Owner's Manual* and the engine operation manual, paying special attention to the subject of *fuel recommendations*.

 WARNING!	
  	<p><i>FIRE, EXPLOSION AND OPEN FLAME HAZARD!</i></p> <ul style="list-style-type: none"> • It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling. • The fueling instructions in the <i>Owner's Manual</i> and the fuel recommendations in the engine operation manual <i>must</i> be followed.

 CAUTION!	
<ul style="list-style-type: none"> • <i>Diesel:</i> Air in the diesel supply system can stop an engine or severely restrict performance. If you suspect air in the fuel lines, refer to your engine operation manual for detailed instructions on how to <i>bleed</i> the system. • Avoid the storage or handling of gear near the fuel lines, fittings and tanks. 	

NOTICE	
<p>Discharge of fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.</p>	

Fuel Transfer Pump

The fuel transfer pump is used to draw fuel from a full tank to a nearly empty tank. The fuel transfer pump is activated by the fuel transfer switch, located at the helm station.

 CAUTION!	
<p><i>ENVIRONMENTAL HAZARD!</i> NEVER transfer fuel into a full (or nearly full) fuel tank. Fuel transferred into a full tank may spill overboard through the tank venting system.</p>	

Fuel Quality

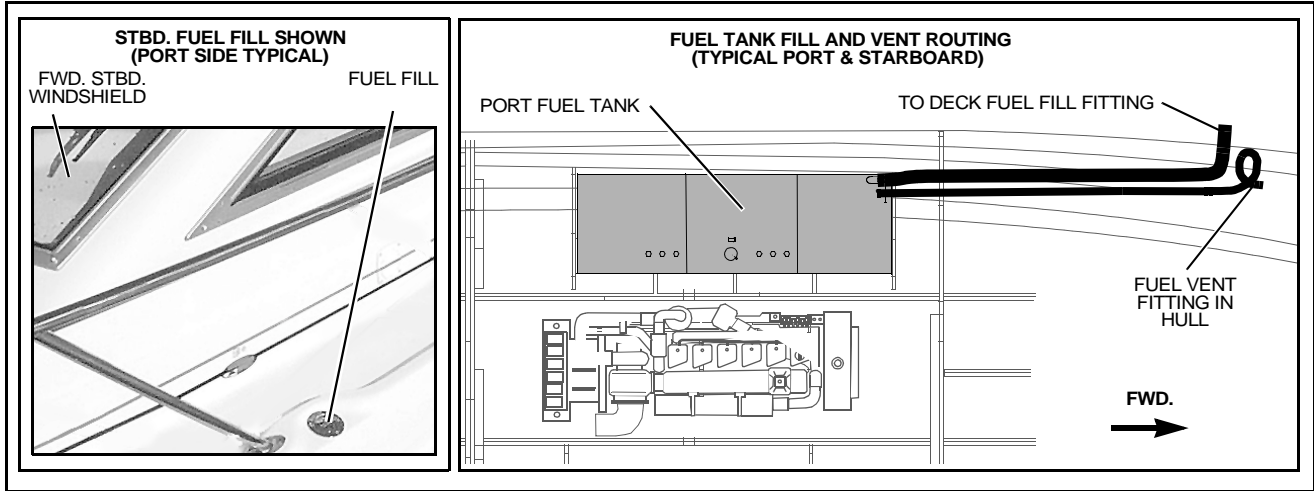
- Make sure your fuel suppliers are reputable and can be relied upon to furnish clean, high quality fuel. Once you have found such suppliers, keep your tanks as full as possible with their fuel (allowing for expansion due to temperature variations). Then, if you are forced to add a potentially poor quality fuel supply to the tank, the portion of poor quality fuel will be minimized.
- Consult your dealer or local marina about fuel additives that help prevent fungus or buildup inside the fuel tanks.

Fuel Filters & Separators

Fuel filters and separators should be replaced periodically according to the guidelines and instructions detailed in your engine manual, **optional** generator manual and in any filter literature included in your boat's owner's packet.

Fuel Fills

Fuel fill receptacles are located on each side of the deck and are marked either “Diesel” or “GAS”. If you experience difficulty filling a fuel tank, check to see that the fuel fill and vent lines are free of obstructions and kinks.



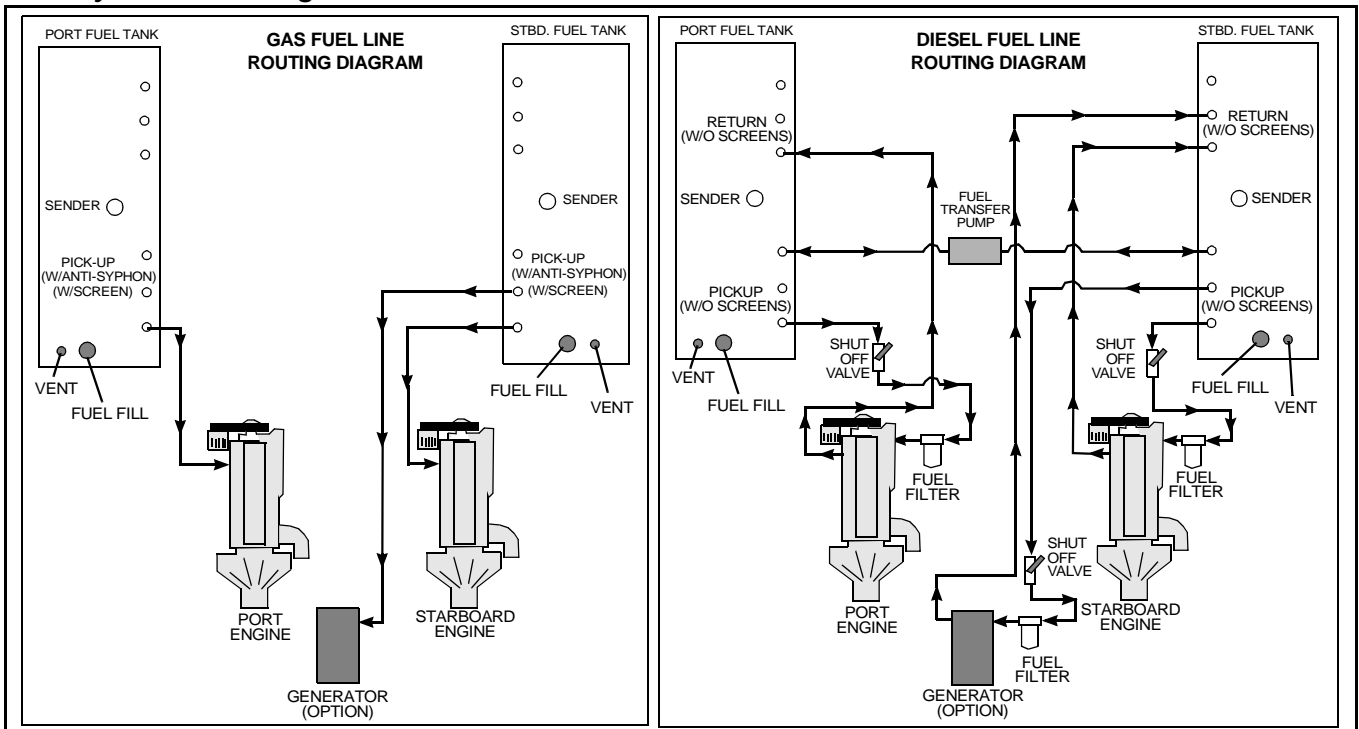
Anti-siphon Valves (Gas Engines Only)

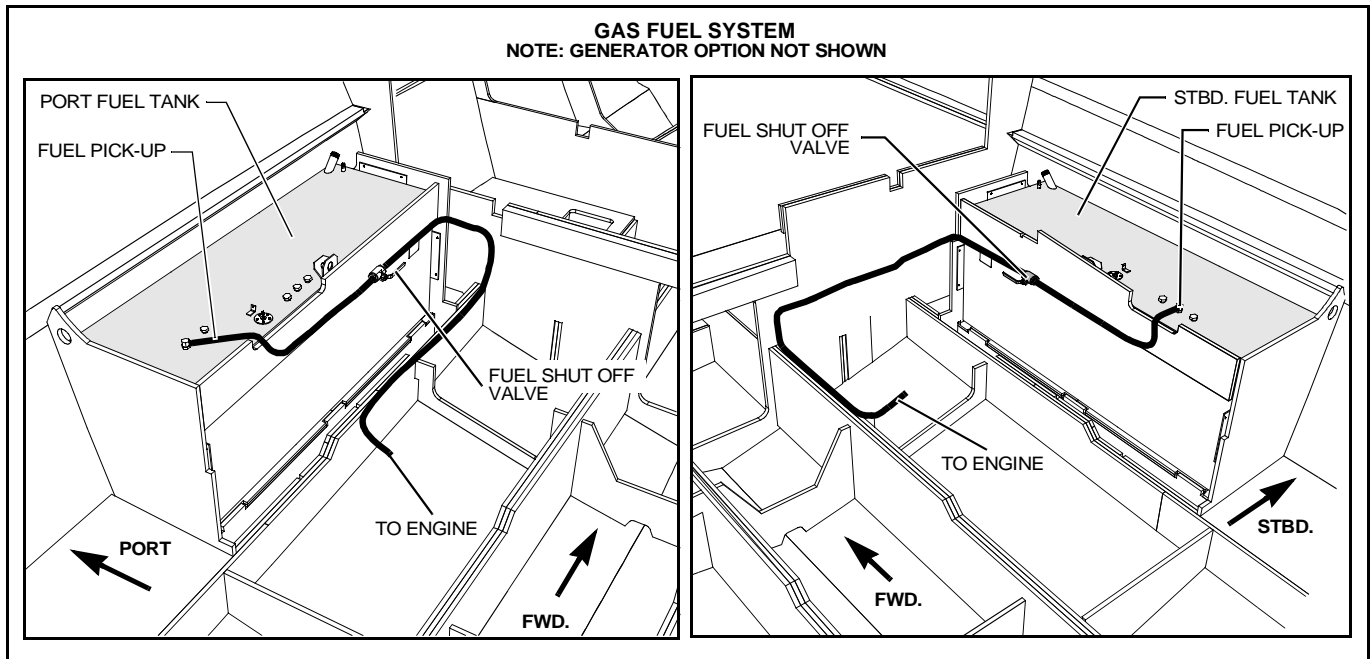
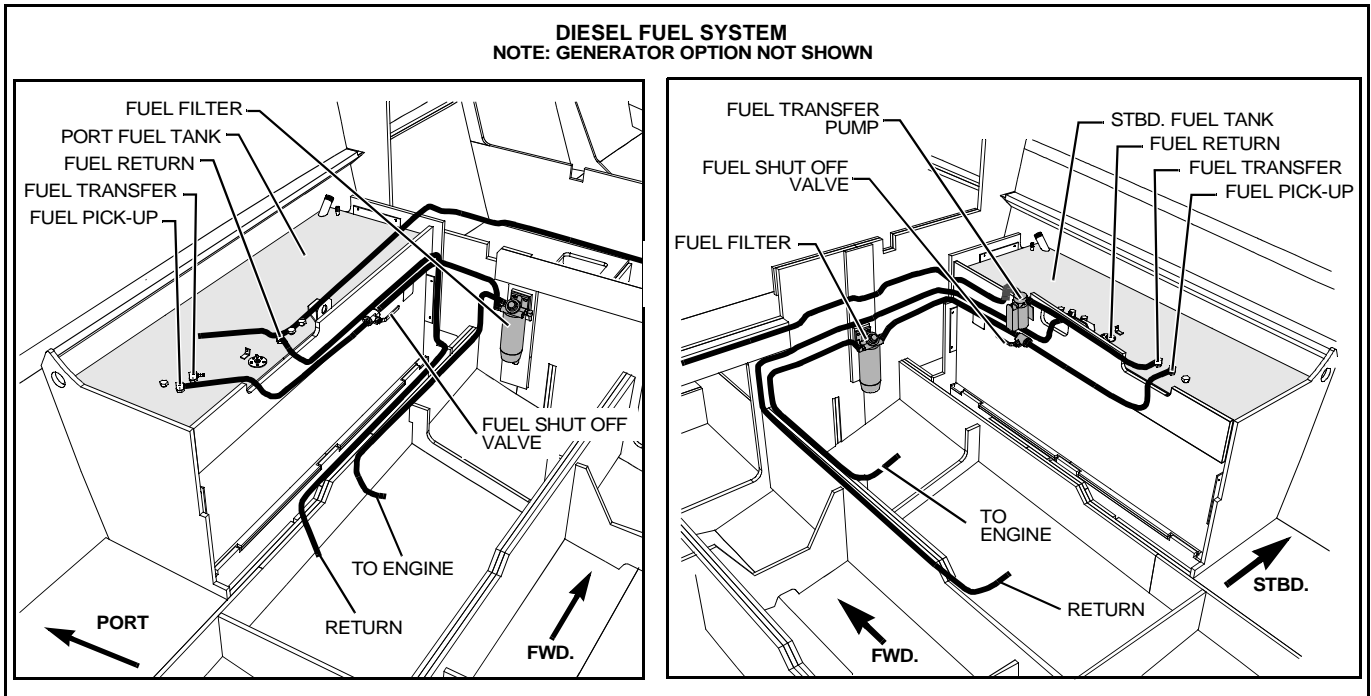
An anti-siphon valve is an integral part of the fuel line barb fitting on each fuel tank. These valves are spring loaded and are opened by fuel pump vacuum. If a fuel line ruptures, the valve prevents the siphoning of fuel from the tank.

! WARNING!

FIRE/EXPLOSION HAZARD! If an engine problem is caused by fuel starvation, check the anti-siphon valve. If the valve is stuck or clogged, shut down the engine and replace it. Except in an emergency, *never* operate the engines without the anti-siphon valve.

Fuel System Routings

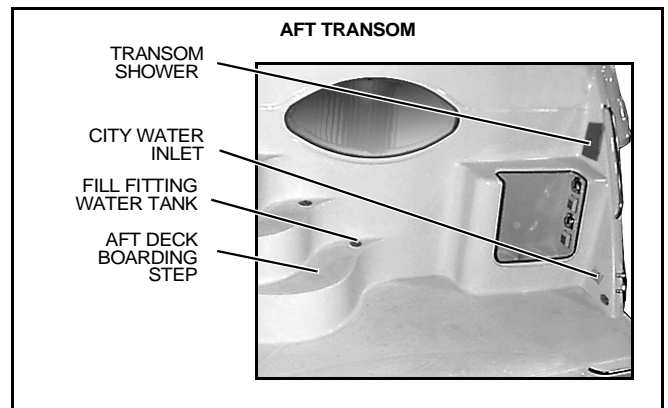
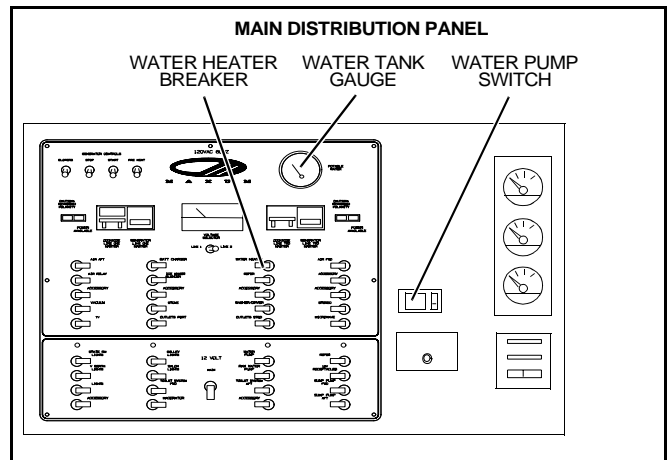




Freshwater System

Your yacht features a pressure-demand freshwater system.

- The water tank fill fitting is located on aft deck boarding step. The city water inlet is located on the starboard side of the aft cockpit (see photograph to the right).
- When *not* connected to a dockside water supply, the water pump's DC breaker must be turned *on* to use freshwater.
- The water pump's DC breaker should be turned *off* when any of the following occurs:
 - 3 When the yacht is not in use.
 - 3 Whenever the water tank is empty.
 - 3 When connected to a dockside water supply.
- The water filter should be inspected and cleaned often.
- Drain the freshwater system in winter months and when not in use to prevent damage and to keep stored water from becoming stagnant and distasteful. Should it become necessary to disinfect the freshwater system, ask your dealer about treatments available for your yacht's system.
- The water tank, located under the aft berth mattress, is equipped with a water level indicator (located on the AC panel). The indicator may not be 100% accurate, so it is recommended that the water tank be topped off at every opportunity to avoid the possibility of running short of freshwater.
- A pressure accumulator tank is installed in the freshwater system. The pressure accumulator tank assists the pressure pump by reducing on/off cycling and distributing an even flow of water.



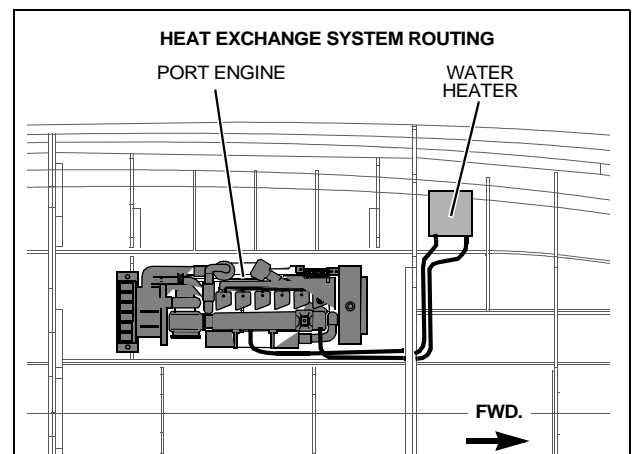
Transom Shower

Your yacht is equipped with a freshwater transom shower. It is located above the transom storage area (see photograph above). The water pump switch **MUST** be activated before using the transom shower. Read the manufacturer's operating instructions, provided in your yacht's owner's packet.

Water Heater

Your yacht is equipped with an 11 gallon water heater, located in the utility room. The water heater is accessed by removing the forward entry steps. Read the manufacturer's instruction manual supplied in your yacht's owner's packet and observe the following warnings about your water heater:

- The water heater is connected to the AC power system, therefore, you must verify that the water heater breaker on the AC panel is turned *on* before water will be heated.
- There is a heat exchanger system connected to the port engine. This system allows heating of freshwater by the port engine. All hoses related to this system should be checked frequently for proper condition and leakage.

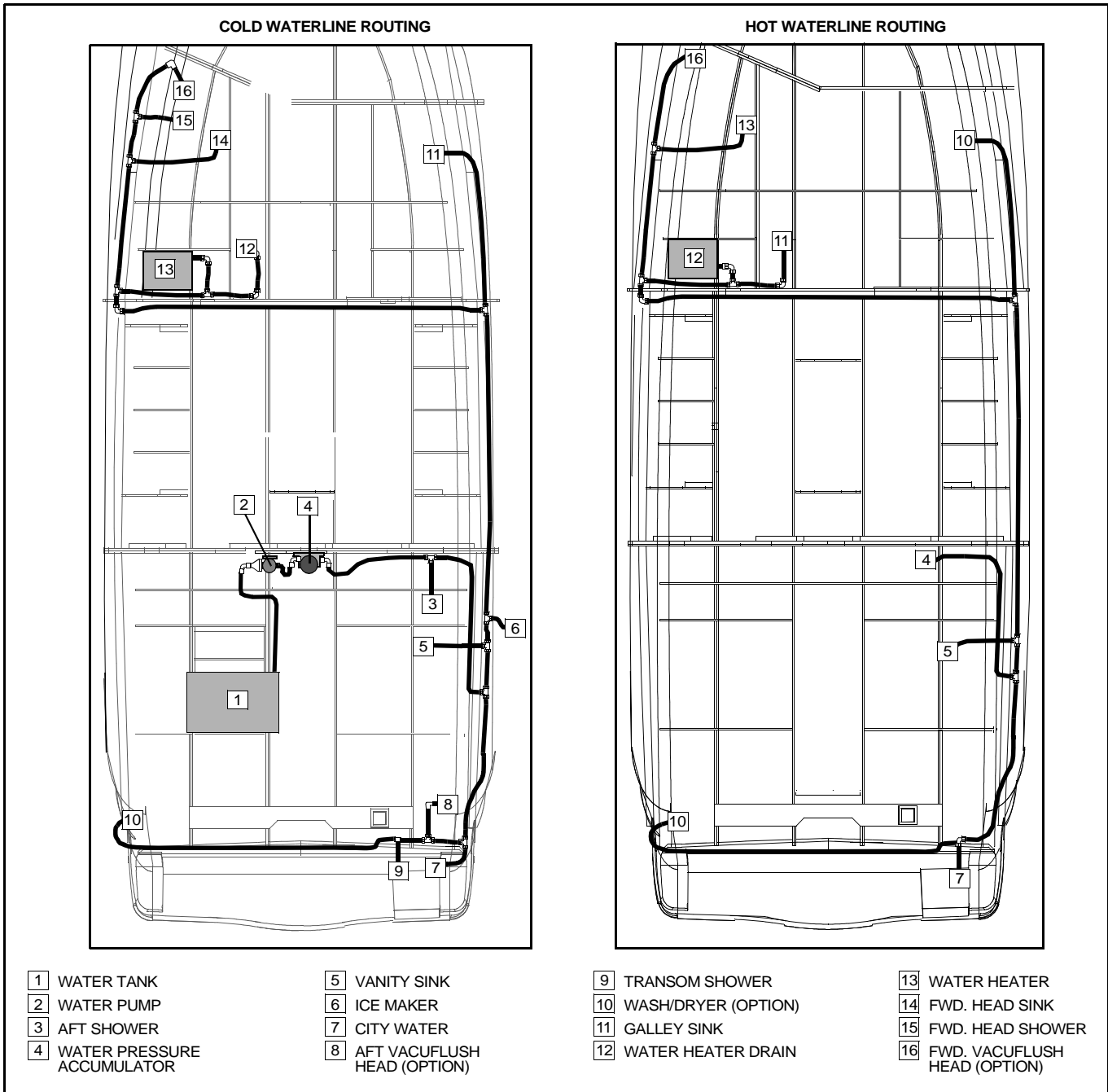


! WARNING!

! SCALDING HAZARD! Water heated by the water heater can reach temperatures high enough to scald the skin.

! CAUTION!

DO NOT energize the AC water heater electrical circuit until the heater is *completely* filled with water. Even momentary operation in a dry tank will damage the heating elements. Warranty replacements *will not* be made on elements or tank damaged in this manner. The tank is full if water flows from the tap when the hot water is turned on in the galley.



Sink and Shower Systems

Gray water (water from sinks and showers) above the waterline is gravity drained overboard, while gray water below the waterline is drained into a sump box.

- The sump box, contains the shower sump pump, float switch, and filter.
- The forward sump box can be accessed by removing the forward entry steps and the aft sump box can be accessed from the floor hatch located below the television cabinet in the aft berth.

Sump Box Cleaning

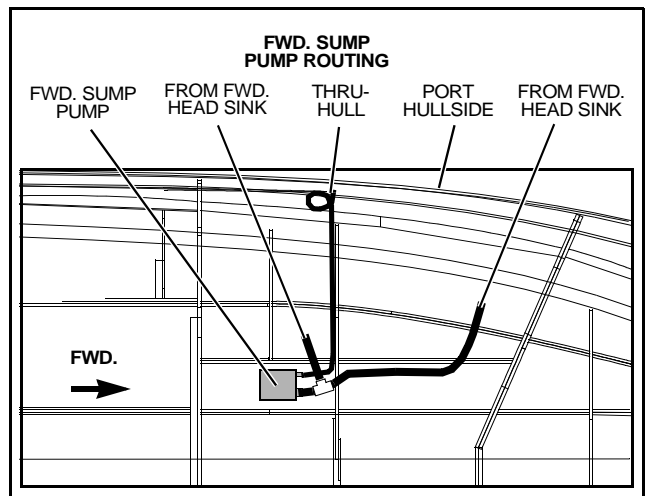
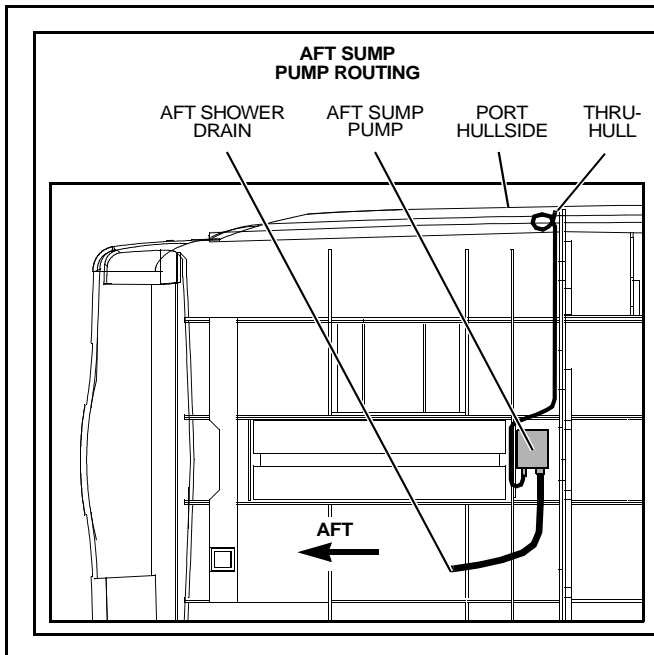
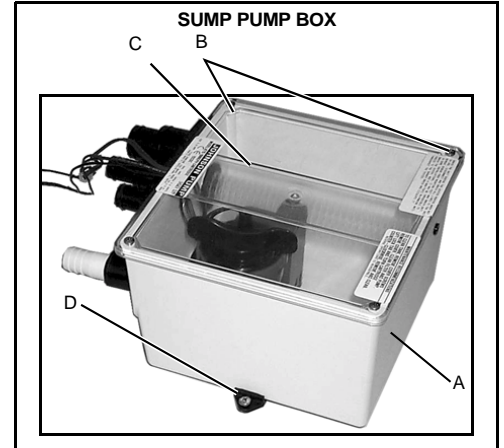
The sump box (A), filter, and pump should be periodically cleaned of debris as follows:

1. Remove the cover screws (B) and the cover (C).
2. Remove any debris from the box and the filter.
3. Clean the sump pump as outlined in the *Bilge Pump Section* of this Supplement.

Sump System Winterization

Drain the sump pump system in the winter months when not in use.

1. Disconnect and drain all lines to the unit.
2. Remove the screws from the mounting feet (D) and drain the system.
3. Reinstall the screws in the mounting feet and reconnect the system.

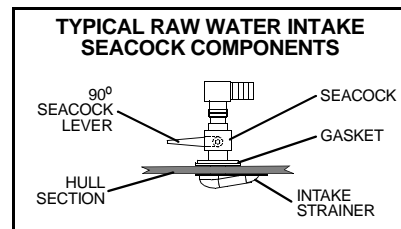


Seawater Systems

Seacocks

Seacocks are valves which are typically used to manage the intake of raw water through the hull below the water line (raw water intake seacocks). Seacocks may also be used to discharge waste or water through the hull below the water line (discharge seacocks).

Seacocks are controlled by a 90° lever and are used on your yacht in the following raw water intake/discharge systems: Engine, (optional) generator, (optional) air conditioning system and marine head (toilet) system.



Seawater Strainers

Seawater strainers are used in water pickup systems to filter incoming seawater. The typical layout is one strainer for each of the following: Engine, (optional) generator and (optional) air conditioning system.

Seawater strainers are located near seawater intake valves (seacocks) and should be checked *every time you use your yacht* for leaks and/or debris. If debris is found, clean the seawater strainer as follows:

1. Make sure the component/system (engine, optional generator, etc.) that the strainer is connected to is turned *off*.
2. *Close* the intake seacock that sends seawater to the strainer you are about to clean. The seacock *must* remain closed until the strainer is completely reassembled.
3. Take apart the seawater strainer.
4. Remove debris.
5. Reassemble the seawater strainer.
6. Open the seacock *before* turning on the component or system.

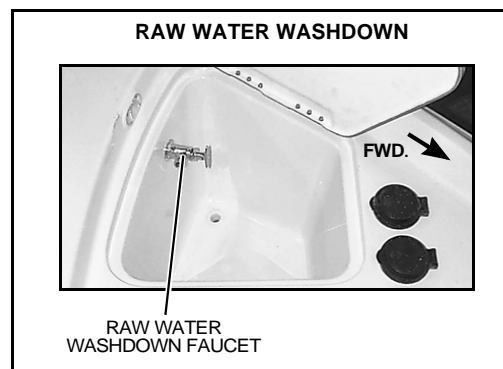


CAUTION!

- **FLOODING HAZARD!** The intake seacock that sends seawater to the strainer must be *closed* before disassembling the seawater strainer to prevent the yacht from taking on water through the seawater strainer assembly. Keep the intake seacock *closed* until the seawater strainer is completely reassembled.
- **SYSTEM DAMAGE HAZARD!** After reassembling the seawater strainer, verify that the intake seacock is *open* before component/system operation.

Raw Water Washdown (Option)

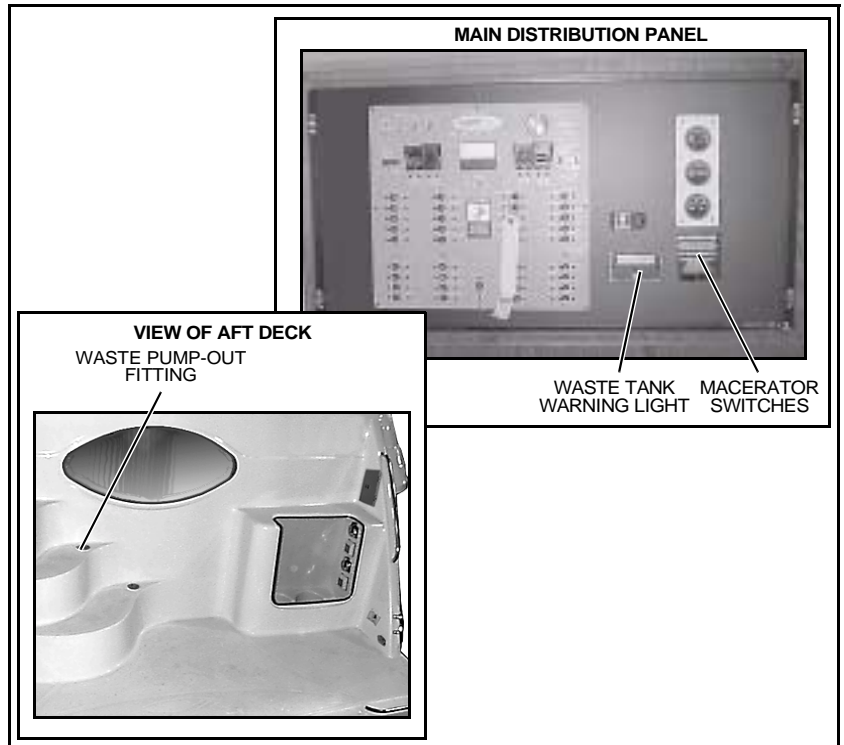
- The raw water washdown is located in the port rope locker on the foredeck (see photograph to the right).
- The raw water washdown pump and the raw water intake seacock are located in the utility room. Both can be accessed by removing the galley steps.
- Make sure the seacock is OPEN before turning the raw water washdown system on. Activate the switch on the helm dash to direct raw water to the washdown outlet.



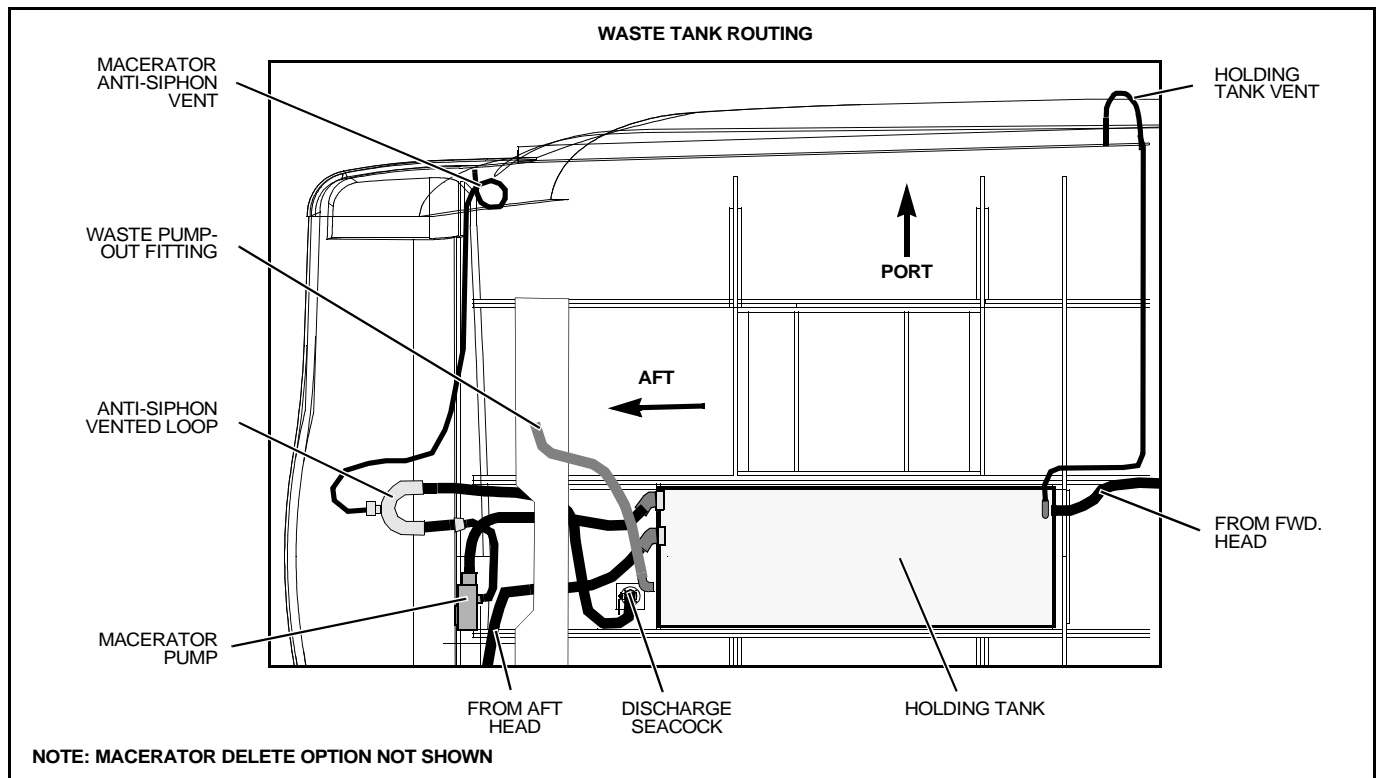
Marine Head & Holding Tank System

Your yacht comes equipped with a forward and an aft marine head (toilet) and waste holding tank system. Read the manufacturer's operation and maintenance manual (included in your yacht's owner's packet).

- The holding tank is plumbed to a fitting on the aft deck (see photograph to the right) for dockside pump-out and if equipped to a macerator pump for pumping waste directly into the water through an underwater discharge seacock (where regulations permit). The macerator switches, located on the main distribution panel in the aft salon (see photograph to the right), must be pressed simultaneously for pumping to occur.
- The holding tank is equipped with an alert system which warns when your waste tank is filled beyond a recommended level. The warning light for the alert system is located on the main distribution panel. We advise emptying the holding tank at every opportunity.



NOTICE
 Check with local authorities for regulations regarding the legal use of marine head systems.



Manual Flush Head Systems

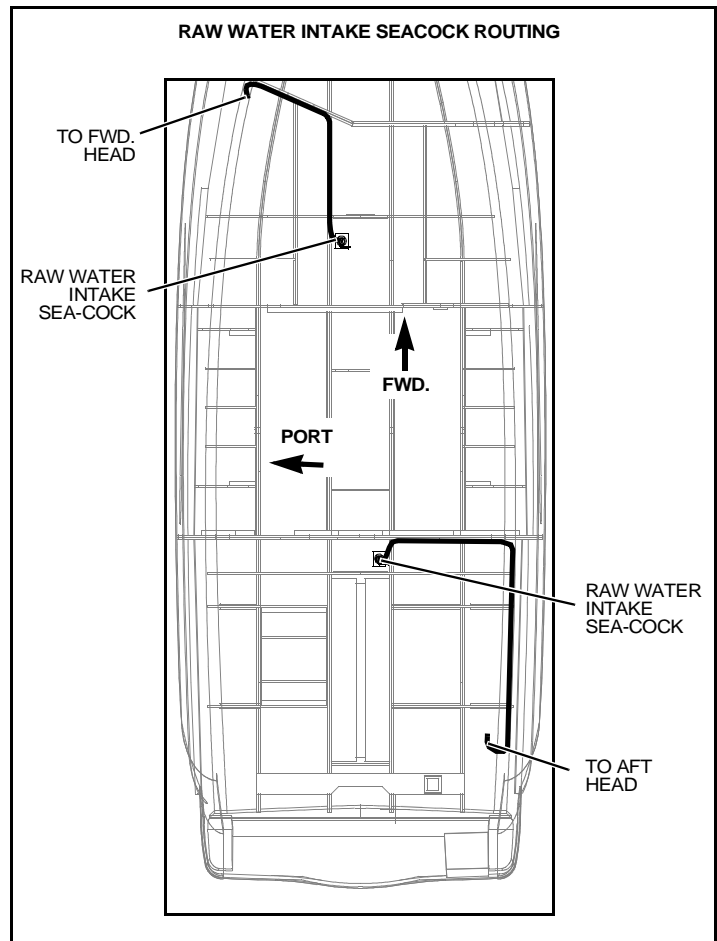
The marine head installed on your yacht uses seawater to flush waste from the toilet.

- Before using either head make sure the appropriate seacock is open. The intake seacocks should be left **CLOSED** whenever the yacht is left unattended
- The raw water intake seacock for the forward head can be accessed by lifting the forward salon steps. The raw water intake seacock for the aft head can be accessed from the floor hatch located below the television cabinet in the aft berth.

Operating the manual flush marine head:

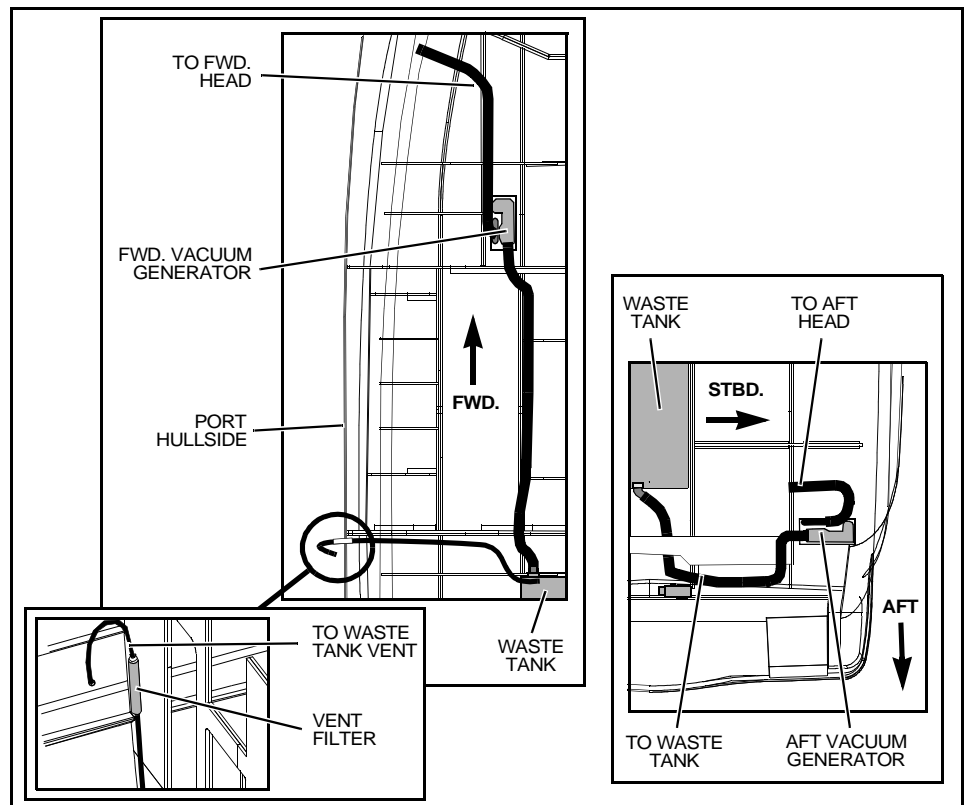
1. **OPEN** the head's raw water intake valve (seacock).
2. Before using the head, pump enough water into the bowl to wet the sides.
3. After use, pump until the bowl is thoroughly cleaned. Pump a few more times to clean the lines. If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.

If you are unable to pump water into the bowl, the probable cause is debris in the pump diaphragm. To remedy this, shut off the raw water intake valve (seacock) and dismantle the pump. The pump is generally held together with six screws (the design is simple and the problem will be obvious when the pump body is split open). To winterize the head, shut off the intake seacock and pump until the bowl is dry. Remove the drain plug in the base and pump again to remove all of the water. **DO NOT** fill the bowl with antifreeze.



Vacuflush Head Systems (Option)

The **(optional)** vacuflush system includes a vacuum generator for each toilet and filter on your waste tank vent hose. The vacuflush system uses freshwater (refer to the fresh water section in this manual) and the vacuum generators to flush waste from the toilet directly into the holding tank. Refer to the manufacturer's operation and maintenance manual (included in your yacht's owner's pack).



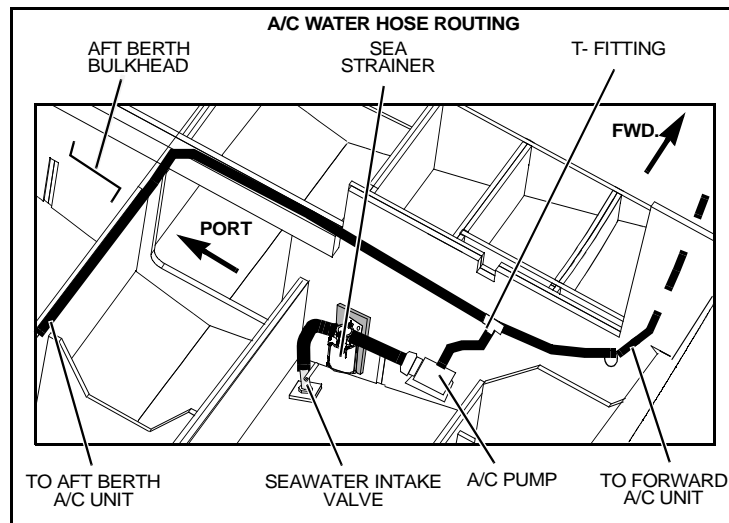
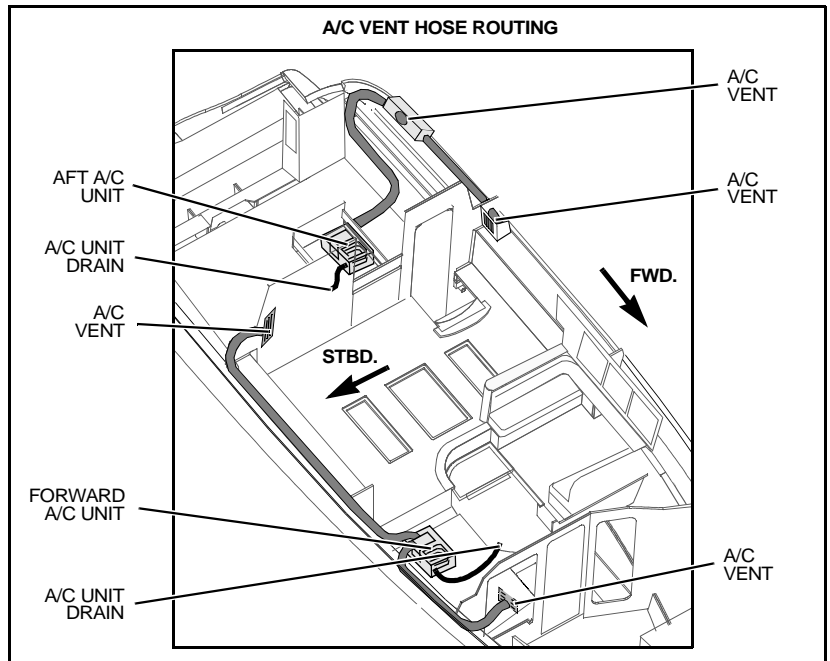
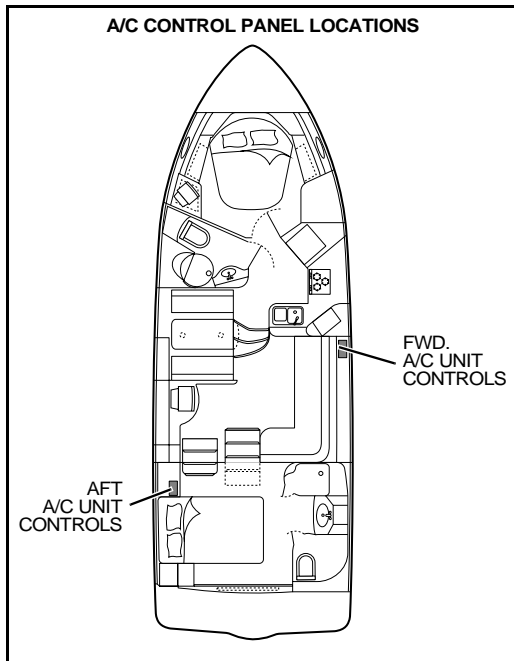
Air Conditioning & Heating (Option)

Your yacht may be equipped with an (optional) air conditioning & heating system. Read the air conditioner manual for detailed operating instructions and observe the following:

- Before operating the system, make sure the breakers on the AC panel are activated and verify the system's raw water pickup seacock is OPEN. The seacock must remain OPEN anytime the air conditioner is in use.
- The raw water pickup strainer should be checked periodically for debris according to the directions given in the *Raw Water Strainer* section of this supplement.
- The sump pump should be periodically cleaned of debris according to the instructions outlined in the *Sump Box Cleaning* section of this Supplement.

! CAUTION!

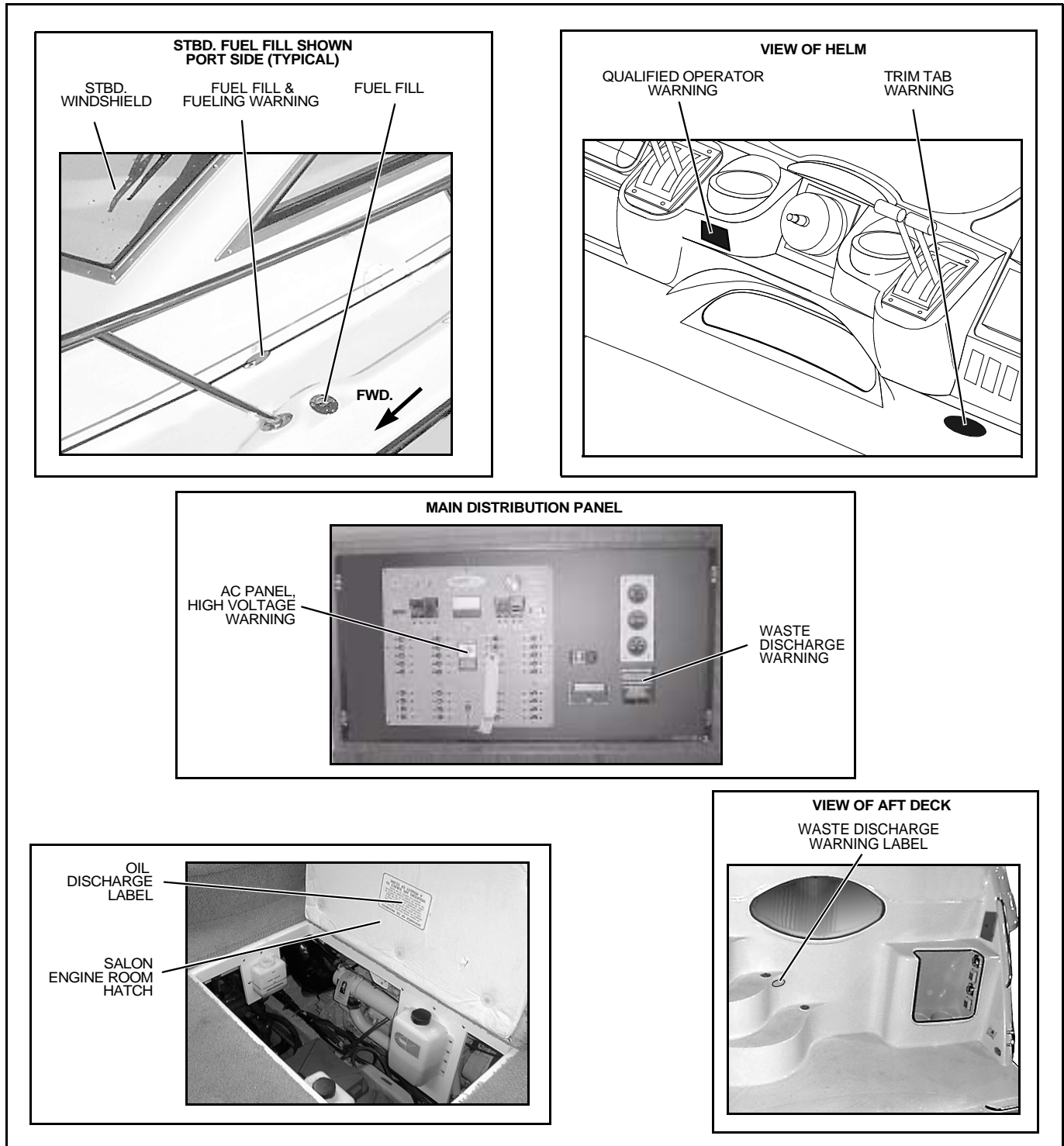
SYSTEM DAMAGE HAZARD! The system's seawater intake seacock must remain open anytime the air conditioner/heater is in use.



Warning Label Locations

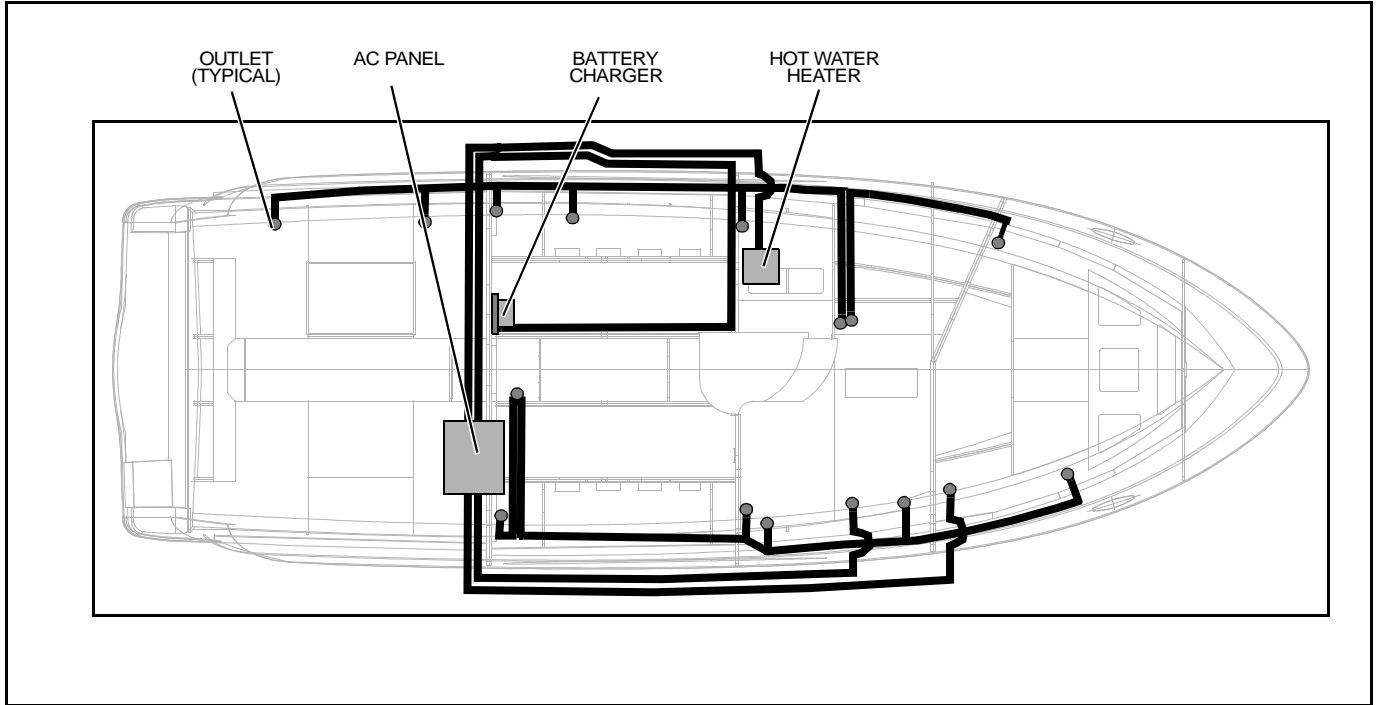
There are many safety labels that are used throughout your yacht to point out potentially hazardous situations. Always follow the safety label recommendations and immediately contact your dealer if a label becomes damaged or has been accidentally removed.

- Not all safety labels affixed to your yacht appear in this section.
- Read the *Owner's Manual* and all component and system manuals included in your owner's packet for other important safety concerns.

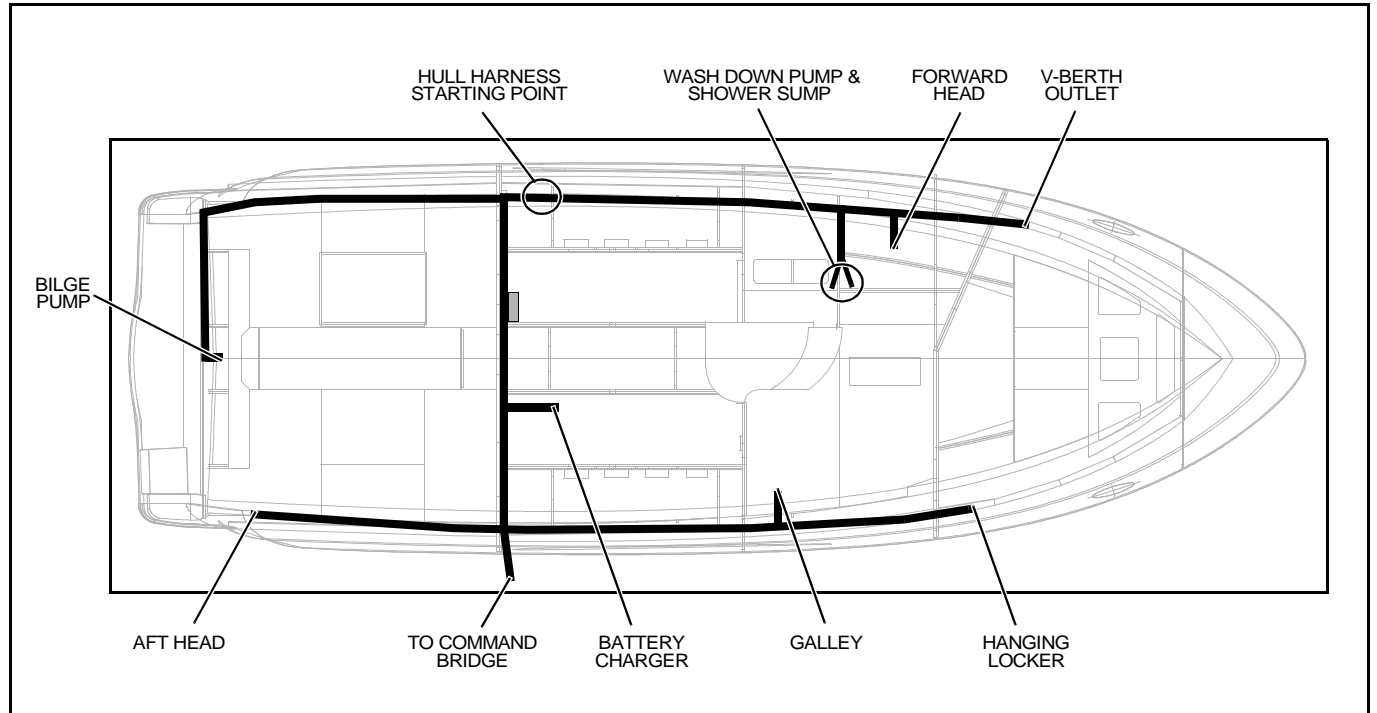


Chapter 3: Electrical Routings

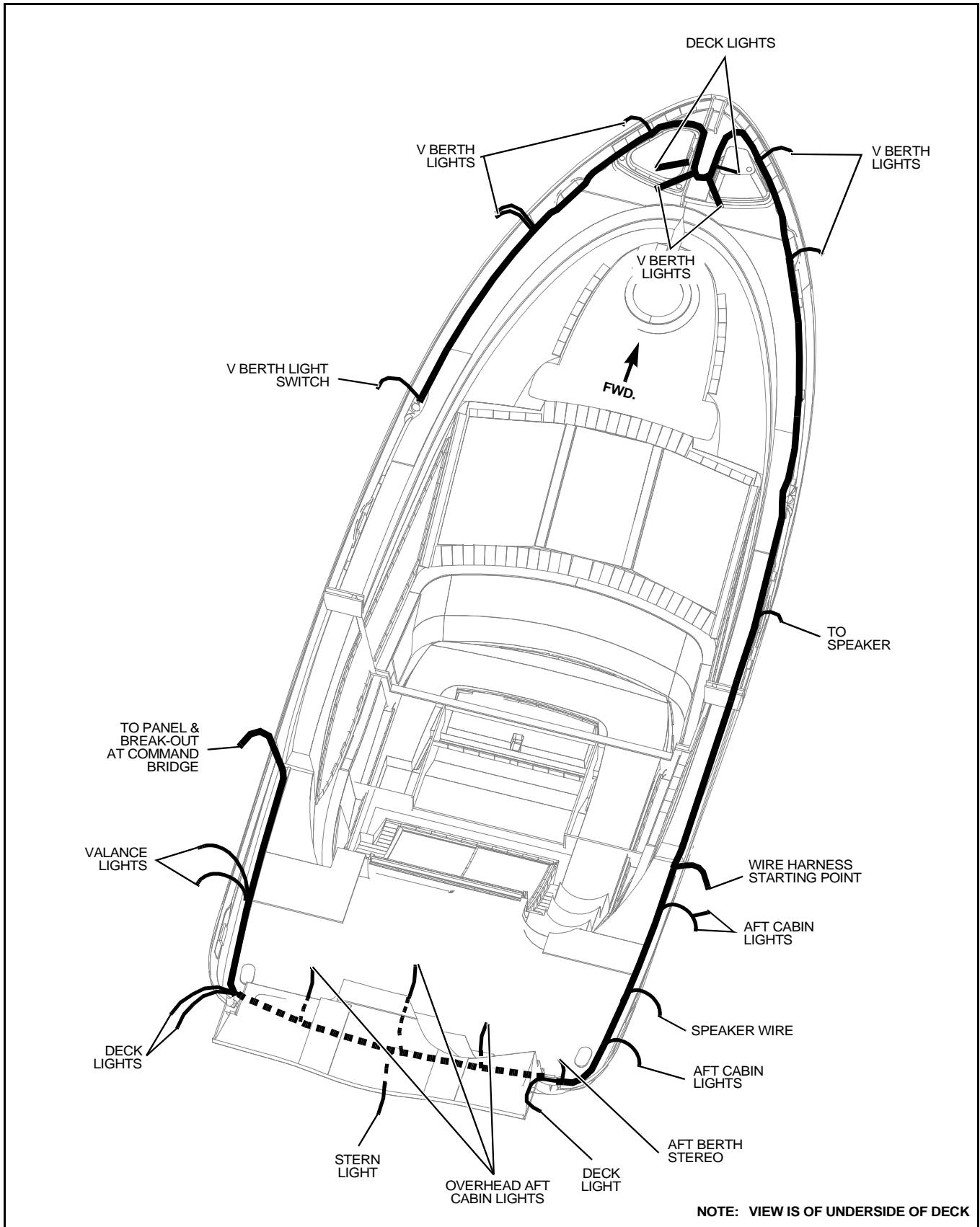
120 Volt Electrical Routings



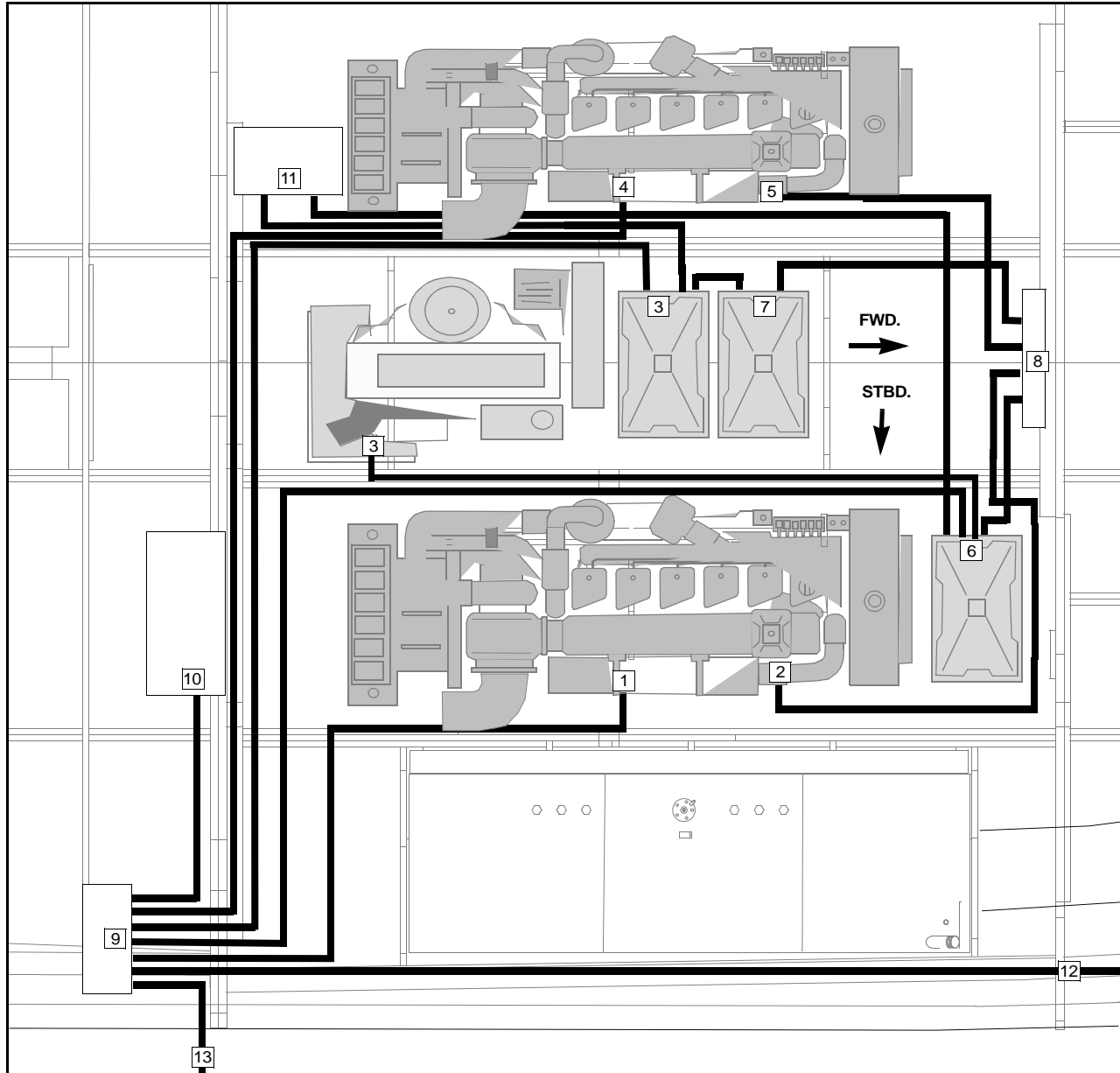
DC Hull Harness Routings



Deck Harness Routings

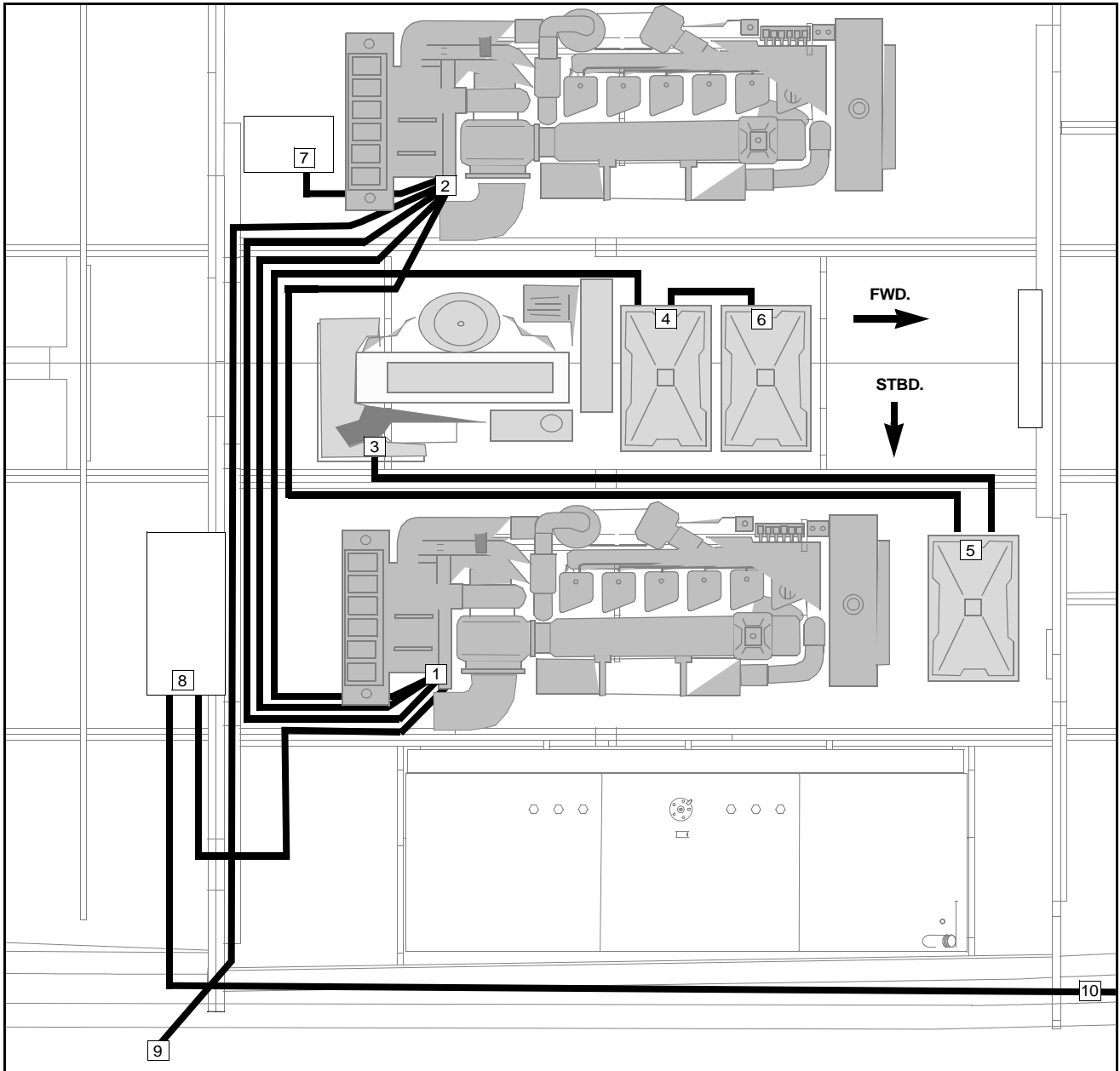


Positive Battery Cable Routings



KEY			
1	STBD. ENGINE STARTER	5	PORT ENGINE ALTERNATOR
2	STBD. ENGINE ALTERNATOR	6	PORT ENGINE BATTERY
3	STBD. ENGINE BATTERY	7	HOUSE BATTERY
4	PORT ENGINE STARTER	8	BATTERY ISOLATOR
9	BATTERY SWITCH PANEL	10	AC/DC PANEL
11	BATTERY CHARGER	12	TO WINCH
13	TO COMMAND BRIDGE BREAKER PANEL		

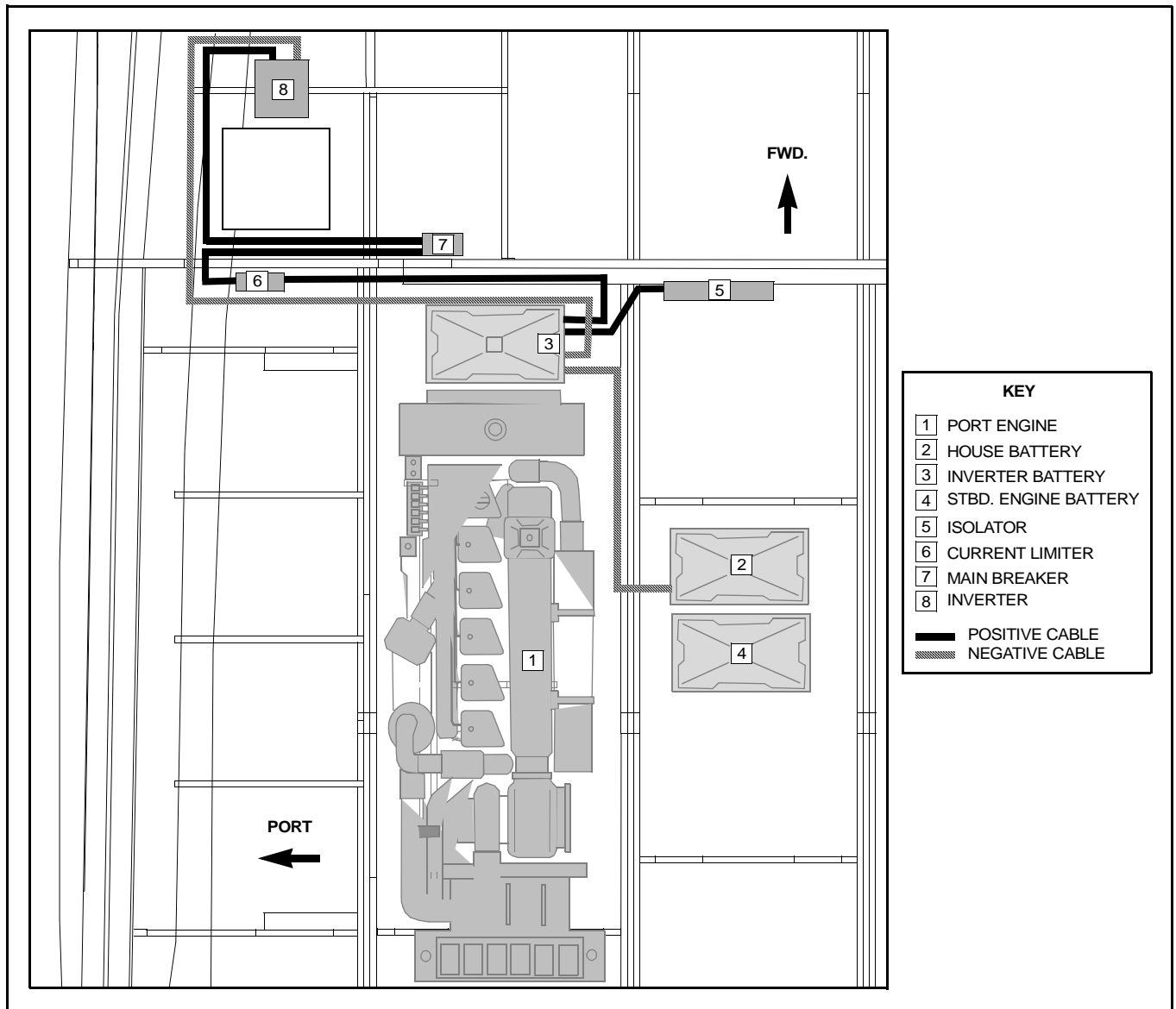
Negative Battery Cable Routings



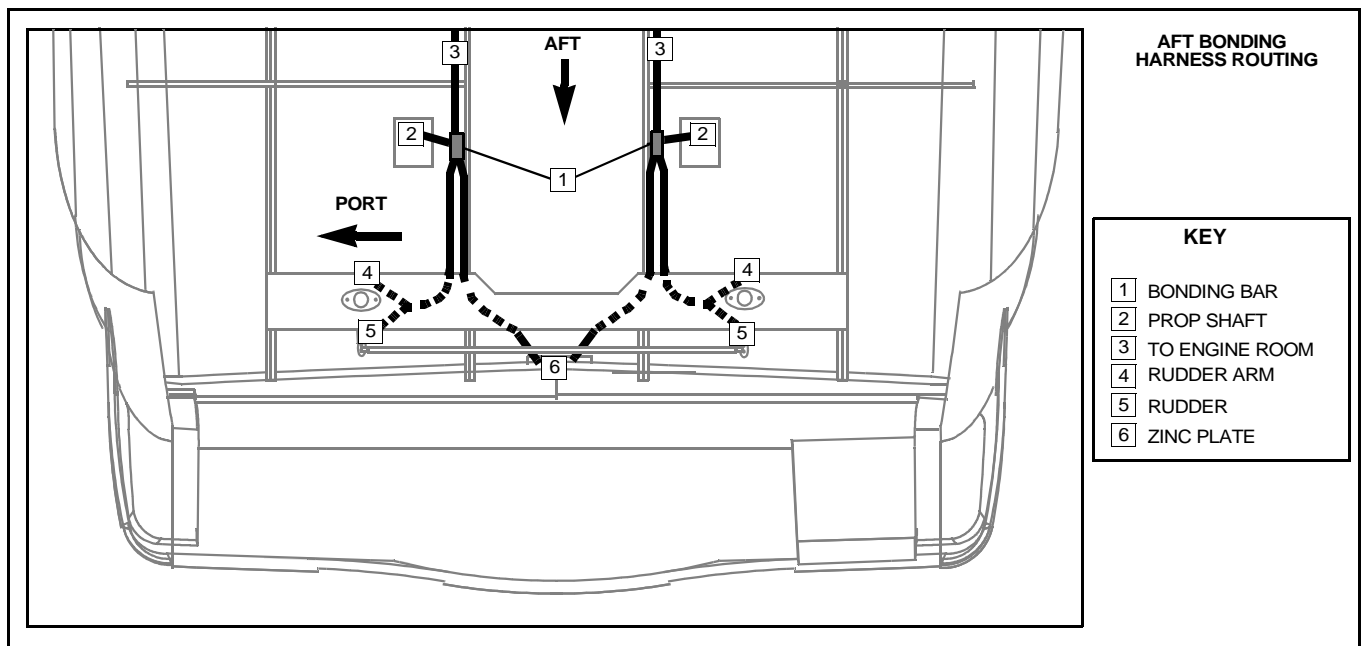
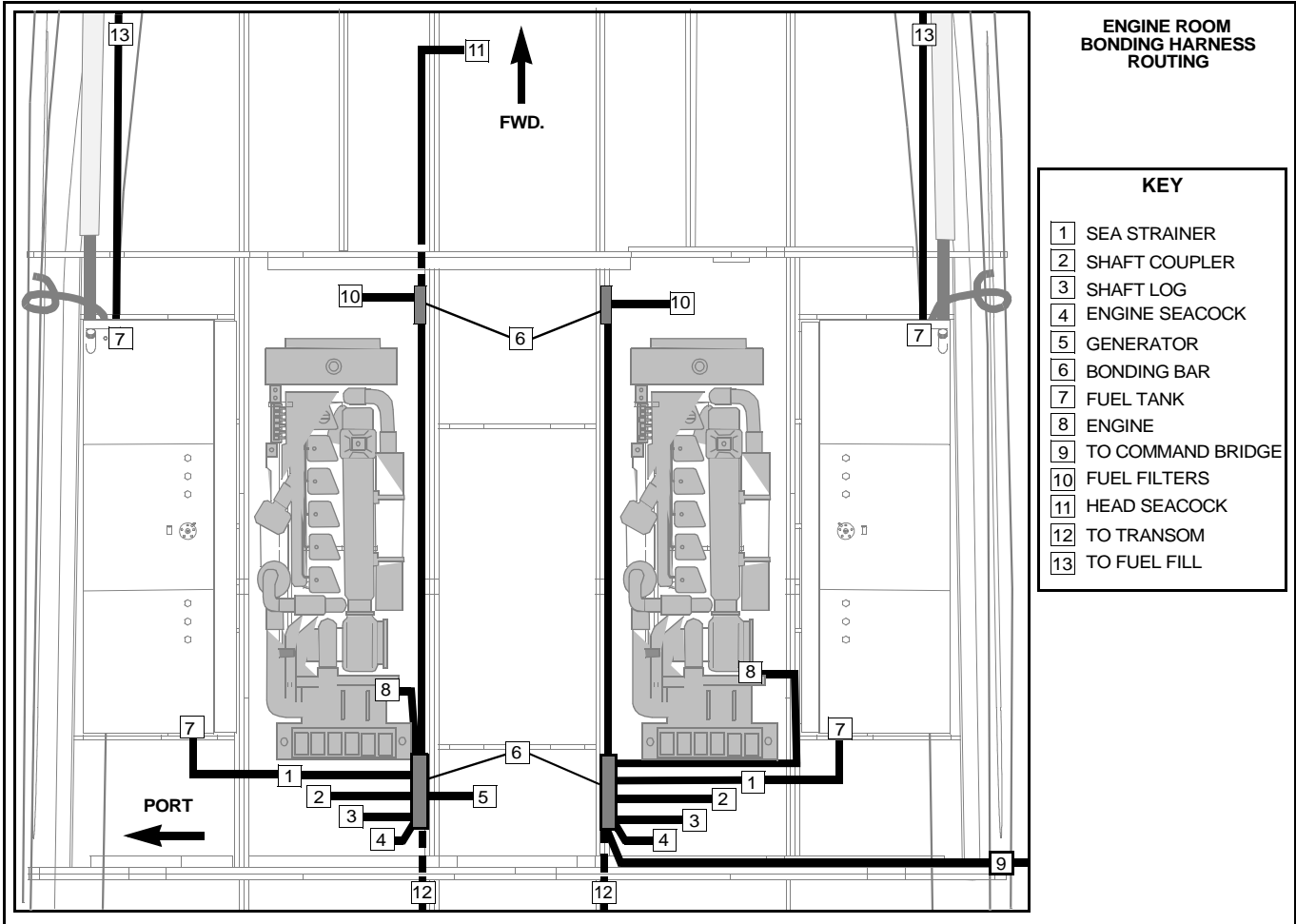
KEY

- | | | |
|------------------------|-----------------------|---------------------|
| 1 STBD. ENGINE | 5 PORT ENGINE BATTERY | 9 TO COMMAND BRIDGE |
| 2 PORT ENGINE | 6 HOUSE BATTERY | 10 TO WINCH |
| 3 GENERATOR | 7 BATTERY CHARGER | |
| 4 STBD. ENGINE BATTERY | 8 AC/DC PANEL | |

Inverter Battery Cable Routings

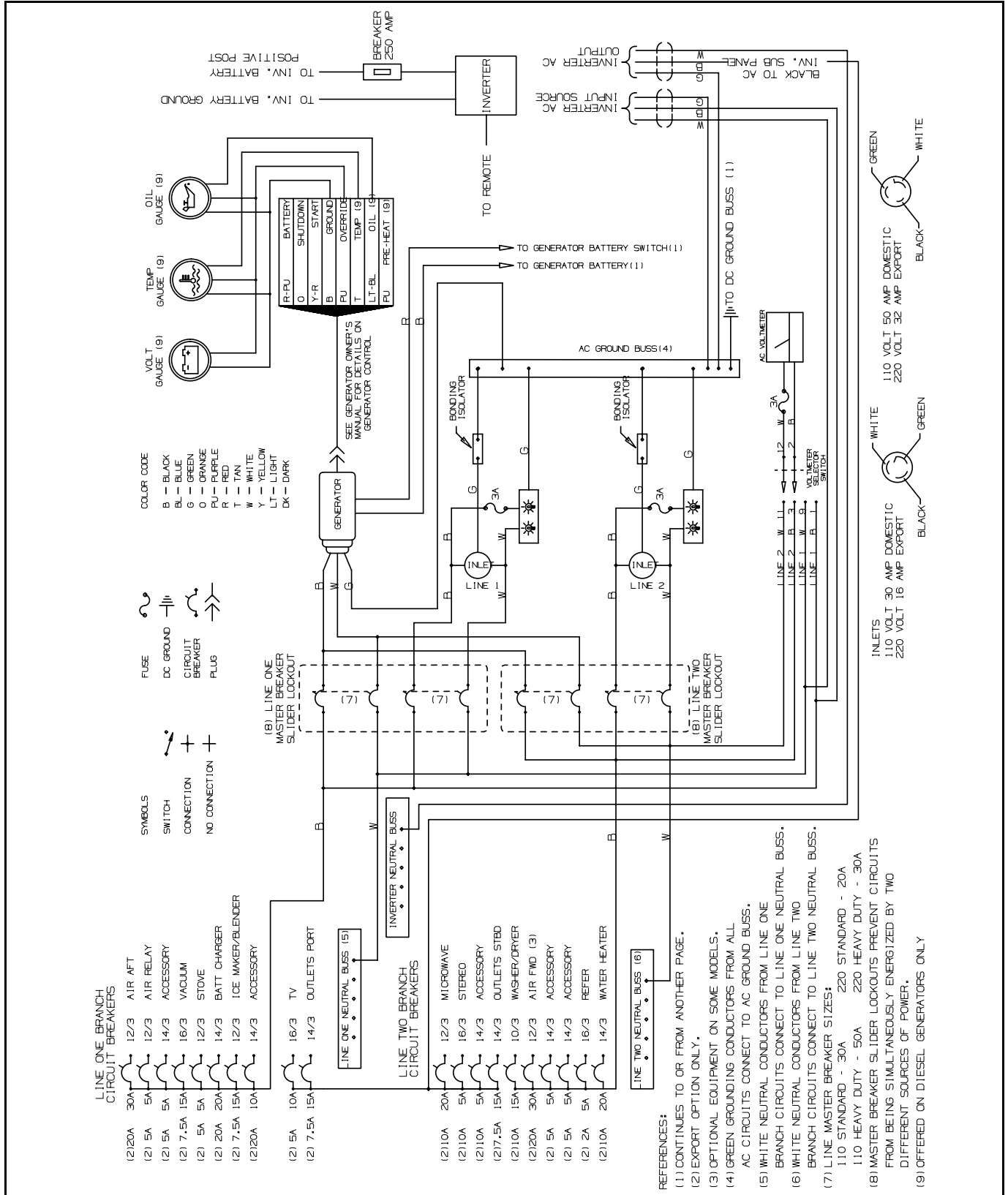


Bonding Harness Routings

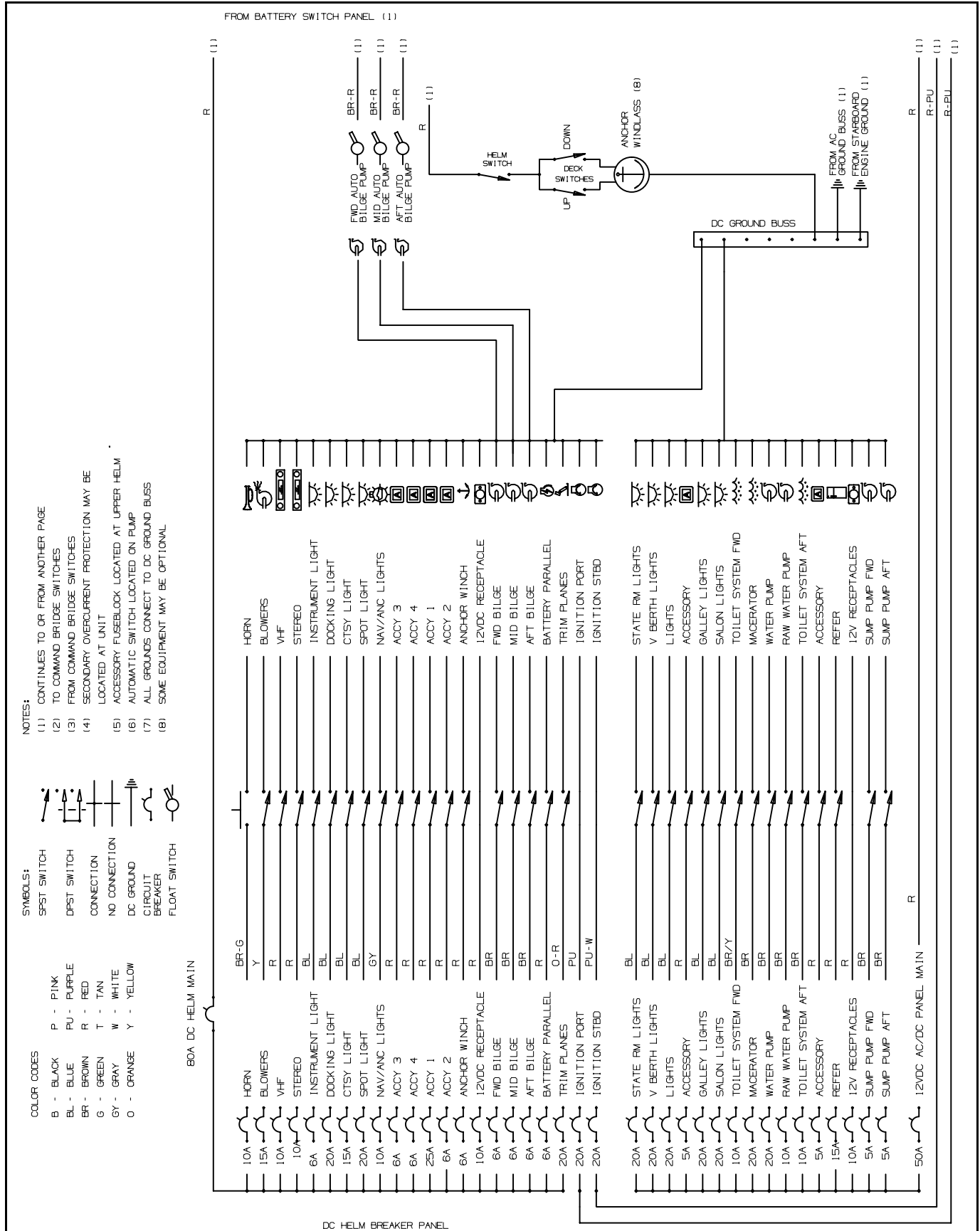


Chapter 4: Electrical Diagrams

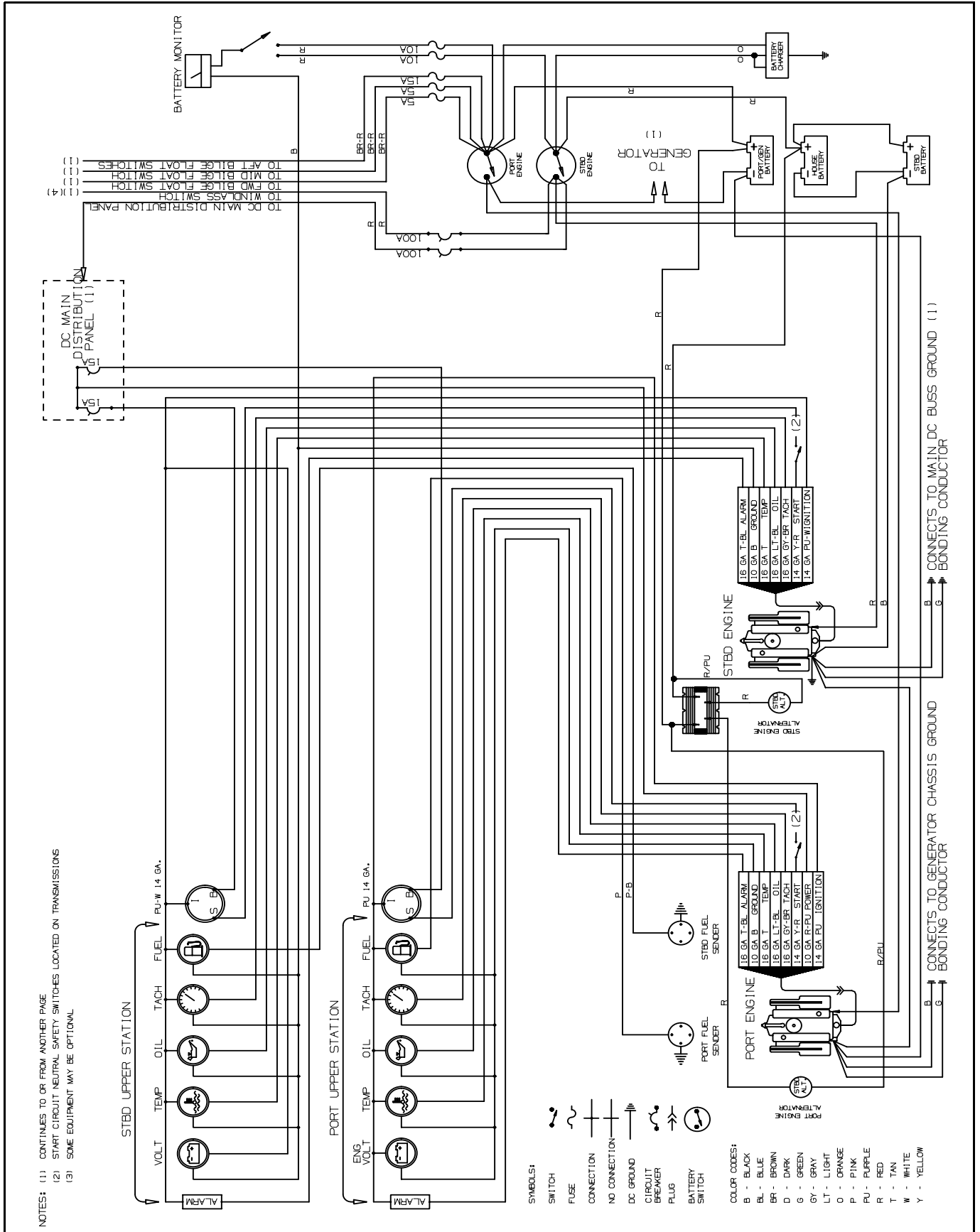
AC Electrical System



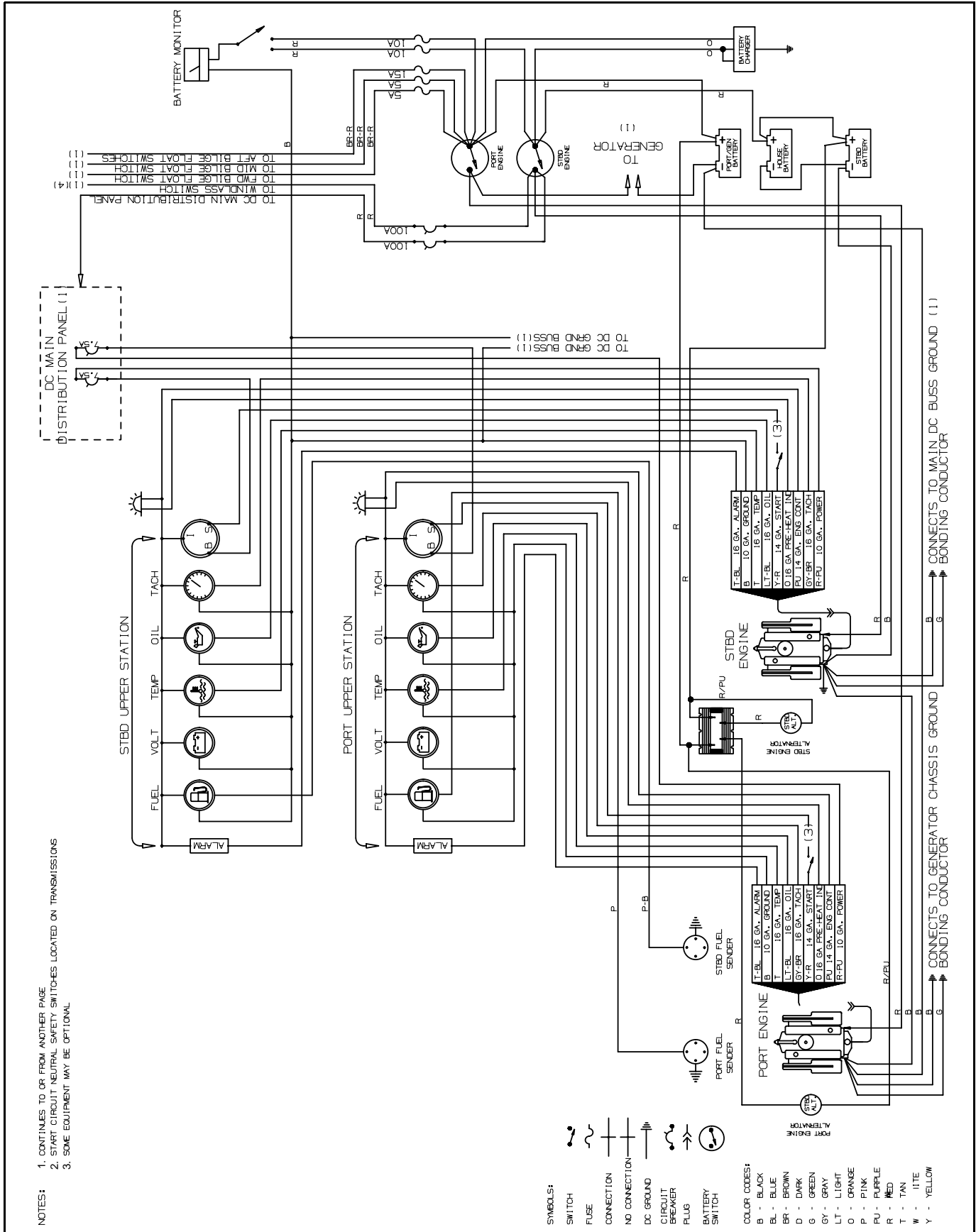
DC Electrical System



Gas Engine Electrical System



Diesel Engine Electrical System



Appendix A: Express Limited Warranty

MAXUM EXPRESS LIMITED WARRANTY

Limited Warranty for New 2000 or 2001 Model Year Sport Yachts (3500SCR, 3700SCR, 4100SCA, 4100SCB, and 4600SCB)

Maxum warrants to the first retail purchaser ("Owner") of a new 2000 or 2001 Model Year Maxum Sport Yacht (3500SCR, 3700SCR, 4100SCA, 4100SCB, and 4600SCB) purchased from an authorized dealer, operated under normal, noncommercial use, that the selling dealer will (or, in Maxum's discretion, it will):

- (1) repair or replace any parts found to be defective in materials and workmanship occurring within 1 (one) year of the date of delivery;
- (2) repair any defects in materials and workmanship in structural fiberglass parts of the hull (and specifically excluding the deck) occurring within 7 (seven) years of the date of delivery; and
- (3) repair any defects in materials and workmanship that result in osmotic blistering of the exterior gel coat surface of the hull laminate occurring within 5 (five) years of the date of delivery, *except that Maxum shall not be liable or responsible to correct, repair, or replace any damage from osmotic blistering if the original gel surface has been altered in any way, including repair or application of any coating other than marine anti-fouling bottom paint or improper surface preparation for paint, or excessive sanding or sandblasting. Maxum shall repair osmotic blisters based upon customary and reasonable charges with the method and extent of repair subject to Maxum's prior approval.*

Owner's sole and exclusive remedy for defects covered by this limited warranty shall be the repair or replacement, at the option of Maxum, of the defective part or component. **THE REMEDY DESCRIBED IN THIS LIMITED WARRANTY SHALL BE THE SOLE AND EXCLUSIVE REMEDY PROVIDED BY MAXUM.**

Terms and Conditions

This limited warranty is subject to the specific terms and conditions set forth below.

In order to receive this limited warranty coverage, Maxum must receive the limited warranty registration card from the authorized selling dealer within 30 days of delivery of the Sport Yacht. Receipt by Maxum of the limited warranty registration card is a condition to the processing of a warranty claim.

All repairs under the terms of this warranty are subject to pre-approval from Maxum service personnel. Employees of Maxum dealers are not authorized to make warranties or approve warranty repairs other than those set forth herein.

To obtain warranty service, the Sport Yacht, including any allegedly defective part, must be returned to the authorized Maxum dealer from whom the Sport Yacht was purchased within the applicable warranty period. All warranty repairs must be performed at the Maxum dealer's facilities or, at Maxum's discretion, at an authorized Maxum repair facility.

The Owner is responsible for all expenses associated with transporting the Sport Yacht and/or defective part to and from the Maxum dealer, expenses associated with haul outs, yard fees, and any other expenses associated with transferring the yacht to the Maxum dealer or authorized Maxum repair facility for warranty service.

What Is Not Covered

Maxum shall not be responsible for any condition that may be affected by the Owner's failure to use, maintain, or store the Sport Yacht as specified in the Maxum owner's manual, and any other failure to provide reasonable care and maintenance.

Maxum hereby assigns all warranties provided by the manufacturers and distributors of components and parts (including but not limited to engines, transmissions, outdrives, and appliances) for the Sport Yacht to the Owner and Owner's sole remedy for defects in components or parts subject to those warranties shall be the assertion of Owner's rights against those manufacturers or distributors.

Maxum shall have no liability or responsibility for any damage or expense, and no Maxum warranty is provided for, the following:

A Sport Yacht purchased from any party other than an authorized Maxum dealer; a Sport Yacht, including components and systems, that has been altered or modified from factory specifications; equipment and accessories (including engines) not factory installed by Maxum; a Sport Yacht used for commercial purposes; any components or parts (including but not limited to engines, transmissions, outdrives, and appliances) that carry their own warranties; damage or deterioration of cosmetic surface finishes, including cracking, crazing, discoloration, air voids, fading or oxidation of gel coat, wood finishes (varnishes, stains and paints), fabrics, vinyls, plastics, plated or painted metal and stainless steel finishes; anti-fouling bottom paint or zinc anodes; the cost to remove, disassemble or reinstall components not installed by Maxum that require removal to access parts covered by this warranty; a Sport Yacht which has been misused, operated in a negligent manner, used for racing or military purposes; operated without normal maintenance, operated contrary to any instructions furnished by Maxum or its component suppliers, or operated in violation of applicable law or regulations; any representation or implication relating to speed, range, fuel consumption or estimated performance characteristics; window glass and windshield damage or breakage; damage, shrinkage, or deterioration of carpet, upholstery and exterior canvas tops, enclosures, and weather covers (including rainwater leakage); and any damage, cost, or expense caused by an act of nature.

Other Limitations

IN NO EVENT SHALL MAXUM OR THE SELLING DEALER BE RESPONSIBLE FOR INDIRECT, INCIDENTAL, OR CONSEQUENTIAL DAMAGES (including but not limited to loss of time, loss of use, inconvenience, travel expense, transportation costs, towing, damage or loss of use of other property or equipment, loss of profits, and loss of contracts), WHETHER SUCH CLAIM OR ACTION IS BASED ON CONTRACT, WARRANTY, NEGLIGENCE, STRICT LIABILITY OR ANY OTHER TORT. Some states do not allow the exclusion of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

This warranty gives the Owner specific legal rights, and the Owner may also have other rights which vary from state to state. This document contains the entire warranty given by Maxum and there are no terms, promises, conditions or warranties, express or implied, other than those contained herein. **ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING IMPLIED WARRANTIES OF FITNESS AND MERCHANTABILITY ARE EXPRESSLY EXCLUDED. TO THE EXTENT ALLOWED BY LAW, ANY IMPLIED WARRANTY OF MERCHANTABILITY IS LIMITED TO THE DURATION OF THIS WRITTEN WARRANTY.** Some states do not allow limitations on how long an implied warranty lasts, so the above limitations may not apply to you. Maxum specifically does not authorize any person to extend the time or scope of this warranty or to create or assume for Maxum any other obligation or liability with respect to Maxum Sport Yachts.

Transferability

The unexpired portion of this warranty may be transferred to a second owner upon purchase of the Sport Yacht from an authorized Maxum dealer. A non-refundable recording fee of \$250.00 must accompany any transfer request. Maxum reserves the right to reject a warranty transfer request for a Sport Yacht that has been damaged, neglected, or otherwise previously excluded from warranty. Maxum will confirm all warranty transfers in writing to the dealer and the second owner.

For further information regarding this limited warranty, please contact Maxum at:

Maxum Marine
P.O. Box 6050
Arlington, WA 98223-6050
Phone (360) 435-6534

Part Number 1716292

Rev. A

Maxum Marine • P.O. Box 6050 • Arlington, WA 98223-6050 • 360-435-6534

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